

## KAISER EXPRESSES YEARN FOR PEACE; ALL ALLIES' FAULT

They Won't Consider His  
Generous Offers, He  
Tells Workmen

## THEY'RE NOT FAIR

They Are Too Tenacious  
And Hate Him Too  
Much, He Complains

## QUOTES SCRIPTURE

Beaten In Field, All-High-  
est Falls Back On Junior  
Partner Again

(Reuter's Agency War Service)

Amsterdam, September 12.—The  
Kaiser has now taken a hand in the  
peace offensive.

Addressing Krupp's employees at  
Essen he declared that he had left  
no stone unturned to shorten the  
war. The enemy had jeeringly and  
contemptuously rejected the un-  
ambiguous peace offer he presented  
in December, 1916, and had similar-  
ly treated the repeated responsible  
suggestions since made. Germany  
was always ready to offer the hand  
of peace but the enemy compelled  
Germany to fight for her existence.

After lauding the army and re-  
iterating the claim that the British  
Navy was defeated in the battle of  
the Skagerrak, he eulogized the U-  
boats, which he likened to consum-  
ing worms gnawing at the vitals of  
the enemy.

## All Due To Enemy Envy

The Kaiser proceeded to argue that  
the war was really due to enemy envy  
of German industry and Kultur.  
That envy had now been replaced by  
hatred owing to the miscalculations  
of the enemy. Everyone knowing  
the Anglo-Saxon character knew  
what it meant to fight with them—  
how tenacious they are.

He accused Great Britain of crim-  
inally attempting to overthrow the  
"ultra-democratic" Russian Govern-  
ment. He warned his hearers against  
rumor-mongers. The enemy tried to  
weaken the morale of the German  
people by spreading false rumors.  
Whoever hearkened to them was a  
traitor to the Fatherland.

His Imperial Majesty proceeded to  
quote passages from the Scriptures  
showing that the Almighty would  
sustain His own.

## The German God Again

However, if they were going to  
build upon God's assistance they must  
have faith because to doubt was in-  
gratitude to God. Moreover, had they  
really ground for doubt? Had they  
not won peace with Russia and Ru-  
mania and "finished" Serbia and  
Montenegro. Was God at the last  
moment going to abandon them in  
the West? Only the faint-hearted  
could think so.

But the Germans must weld them-  
selves into a solid block of resistance  
to the enemy. "Now promise me on  
behalf of entire German labor that  
you intend to fight and hold out to  
the last, so help us God. Whoever  
intends to do so. Let him answer  
'Yes.'"

The assembly answered with a  
loud "Yes." The Kaiser replied, "I  
thank you. Our watchword now is  
German swords raised, hearts strong,  
muscles taut, on to battle against  
everything that stands against us, so  
help us God. Amen."

## "Farewell."

A Little Different Tune.  
Amsterdam, September 12.—The  
German Vice-Chancellor, Dr. von  
Payer, in a speech at Stuttgart, dwelt  
on the depression in Germany, which  
he attributed not to the reverses on  
the West front but to the prospect  
of a fifth war-winter with fantastic  
increases in the State debts.

He admitted that the co-operation  
of the American troops imposed a  
heavy burden on Germany and that  
submarinism had not worked so  
quickly or surely as was calculated  
but claimed that all the belligerents  
are equally weary of the war and  
the question was which side would  
collapse soonest. It was undeniable  
(Continued From Page 5)

## Worst Time Of War Over, Says Mr. Lloyd George; Victory First, Then Peace

Premier Is Optimistic In Manchester Speech And Says  
Only Heart Failure Can Prevent  
Triumph Over Germans

(Reuter's Agency War Service)

London, September 12.—The Pre-  
mier today received a great ovation  
from big crowds in the streets of  
Manchester during his journey to  
the Hippodrome, where he was  
presented with the freedom of the  
city in the presence of a large and  
distinguished gathering.

Acknowledging the honor, Mr.  
Lloyd George said that the life and  
honor of Great Britain, the fate of  
the British Empire and the destiny  
of humanity hung upon the issue of  
the war.

The news now was really good.  
We were not at the end of the  
journey, there were steep gradients  
ahead and the tunnel we were passing  
through might be dark but it would  
be short. The worst was over.

There was no finer feat in the his-  
tory of British industry than the  
transport of the Americans across  
the Atlantic. The Germans did not  
expect more than two divisions of  
American troops but hundreds of  
thousands of Americans were now in  
France and the Germans knew it.  
They were the advance guard of at  
least ten millions of the finest mat-  
erial in the world.

## Comparison With 1916

In order to realize what had hap-  
pened we must contrast the advance  
in 1916 with the recent advance over  
the same ground. The casualties  
during the last advance were under  
one-fifth of those in 1916. The main  
difference between 1916 and 1918  
was the unity of command. We  
had been extremely fortunate in  
securing for the supreme command  
Marshal Foch, who was specially  
fitted for the exceptional conditions  
of this war, where battles are fought  
on a front of 300 miles.

Nothing but heart failure on the  
part of the nation could prevent our  
achieving real victory. To end all  
war we must impose a durable  
peace upon our enemies. Not only  
must the military power of Prussia  
be beaten but the German people  
must know that their rulers have  
outraged the laws of humanity and  
their Prussian strength cannot pro-

## 50 AMERICANS ENROLL FOR CONSTABLE SERVICE

Ten More Are Wanted To  
Join First Instruction Class  
For Special Police Duties

Fifty Shanghai Americans have  
volunteered for service as special  
constables and will start their course  
of training in the immediate future.  
Ten more men are necessary to  
bring the All-American contingent  
up to the sixty men whom those in  
charge wish to offer to the Captain  
Superintendent of Police. And it is  
hoped that the ten will be forth-  
coming within the next few days so  
that the class may take up the  
instruction work without delay. Any  
able-bodied American who is willing  
to do his bit in this branch of public  
service is invited to send his ap-  
plication to the secretary of the  
American Club. Applications will be  
accepted in the order received.

During the first month of in-  
struction the class will meet three  
times a week from 6 to 7:30 p.m. for  
training. The course includes re-  
volver practice, jiu-jitsu, special  
police instruction, etc., branches of  
value to everyone. After the first  
month those who succeed in passing  
the required tests will be assigned  
for duty two nights a week for two  
hours each night.

Those wishing to join this first  
American class must have their let-  
ters of application in before noon  
Tuesday.

The names of those who have  
volunteered already are:

W. A. Adams	R. R. Hughes
E. C. Allan	J. J. Keegan
Thomas Anderson	E. Kempfer
H. H. Arnold	H. F. Landers
F. A. Branagan	F. C. Lempert
J. A. Bristol	V. G. Lyman
B. H. Brown	A. M. Massie
J. W. Carney	C. McWilliams
William Cohen	A. Mentschikoff
James L. Cowen	H. E. Morton
Carl Crow	I. Osterblom
J. B. Crow, Jr.	R. H. Parker
J. H. Dollar	F. J. Raven
E. O. Drake	F. A. Robinson
F. D. Drake	G. A. Roper
Joe Eickwald	Julius Rosenfeld
F. F. Fairman	W. Rector Smith
W. T. Findley	H. R. Snyder
H. E. Gibson	E. B. Staver
H. Gulick	Roy W. Squires
A. R. Hager	O. G. Steen
C. O. Halle	J. D. Sullivan
Samuel Hansen	N. A. Thompson
W. B. Haughwout	S. Williams
A. J. Heald	C. F. Wolsiffer

tect them from punishment. This  
must be the last war.

The League of Nations would not  
in itself secure the world against  
catastrophe. A League of Nations  
with Prussian military power trium-  
phant would be a League of fox and  
geese—one fox and many geese—  
and the geese would greatly diminish  
in numbers.

## Already Have League Of Nations

He was all for the League of Na-  
tions; indeed, the League had begun.  
The British Empire was a League  
of free nations. The Allies also were  
now a League of free nations and  
if, after the war, Germany repudiated  
and condemned the perjury of her  
rulers, Germany would be welcomed  
to the great League of Nations.

But the only sure foundation of  
peace was the victory of the Allies.  
The peace must be such as would  
commend itself to the common sense  
and conscience of nations generally.  
It must not be dictated by the Ex-  
tremists on either side. We could  
not allow the Bolsheviks to force  
upon us a peace so humiliating as  
to dishonor the national flag and  
make a repetition of the horrors  
of this war inevitable.

When a satisfactory peace had  
been secured we could proceed with  
a clear conscience to build up a new  
world. The first lesson of the war  
was the immense importance of  
maintaining the solidarity of the  
British Empire. There must be heal-  
thier conditions in workshops. Bad  
health for the nation was bad busi-  
ness for all. We must pay more at-  
tention to schools and initiate the  
best conditions for production. There  
must be a bold reconstruction after  
the war but the war must first be  
won. There were disturbing social  
and economic symptoms all over  
Europe, which we must provide  
against in time. Then we should  
enjoy settled weather for the great  
harvest which was coming.

Speaking subsequently at a lun-  
cheon the Premier, referring to the  
talk of peace by negotiation/declared,  
amid loud cheers, that there

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## BRITISH ATTORNEY HELD IN CONTEMPT OF COURT

Mixed Court Assessor Declines  
To Hear Mr. R. F. C. Master  
Until Apology Is Made

Mr. R. F. C. Master, of the firm  
of White-Cooper and Master, was  
told by British Assessor Byrne and  
Magistrate Tsang in the Mixed  
Court yesterday that the court held  
him to be in contempt for remarks  
made to the court last Tuesday and  
would consider him until he had  
made written apology. Mr. Master  
declined to apologize.

The remarks referred to were  
made during the hearing of an  
alleged robbery case in which the  
court had examined a number of  
witnesses in chambers while the  
attorneys awaited outside. Yester-  
day Mr. Master was in court in con-  
tinuation with a case wherein two  
firemen were charged with assault-  
ing a Chinese at the New World.  
When the court sat, after attending  
to the application in the Ezra libel  
case, Mr. Byrne stated that the  
learned Magistrate and himself  
could not tolerate to be spoken to as  
Mr. Master had addressed them and  
must decline to hear him until the  
contempt of court had been apologis-  
ed for.

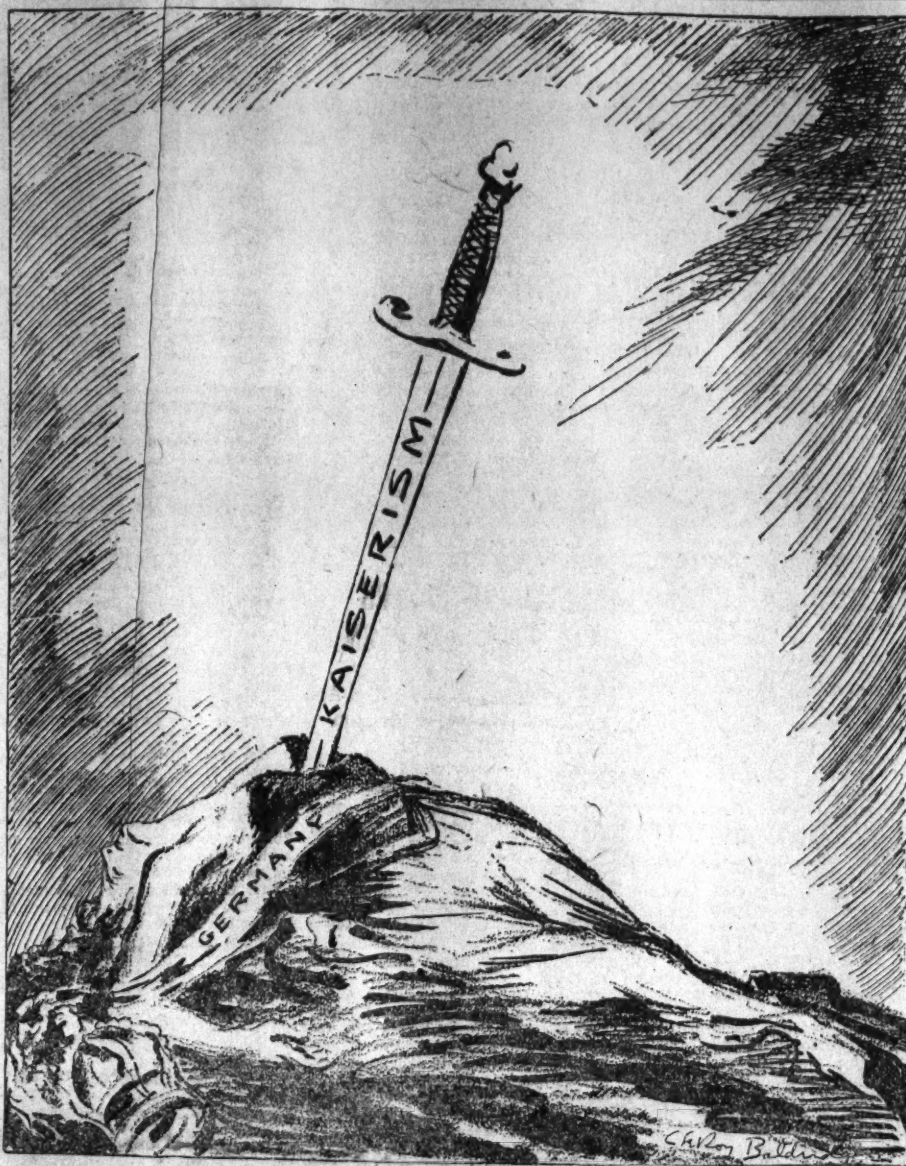
Mr. Master asked if the court  
would specify for what he was to  
apologize.

"For using the words 'I protest  
against the discourtesy shown to the  
bar,'" replied Assessor Byrne.  
Mr. Master then stated that he  
was not prepared to apologize and  
the court, after repeating that it  
could not hear Mr. Master, adjourn-  
ed the case on call.

## FIGHTING NEAR BERAT

(Reuter's Agency War Service)  
Rome, September 12.—An official  
communiqué reports:  
Lively encounters have occurred  
southeastward of Berat.

## PEACE By C. Le Roy Baldrige



"WE WILL BRING PEACE BY OUR SHINING SWORD"—Wilhelm

—Baldrige in The Stars and Stripes, Paris, July 1918

## ANOTHER HEARING HELD IN BASEBALL LIBEL SUIT

Proceedings Are Kept Secret  
But Mr. Chen Is Allowed  
To Sail

A further hearing on application  
in the Ezra-Chen libel action was  
held in chambers at the Mixed Court  
yesterday morning.

At the conclusion of over an  
hour's session held by Assessor  
Byrne and Magistrate Tsang it was  
stated that nothing was to be given  
out for publication. It is under-  
stood, however, that the hearing was  
at the instance of Mr. Judah Ezra,  
Mr. V. Gensburger and Mr. F. Elias,  
who sought to restrain Mr. Chen  
from leaving Shanghai until after  
hearing of the case and that the  
application was made on grounds  
that the Shanghai Gazette had  
violated a previous agreement that  
nothing more regarding the baseball  
scandal or the three men should be  
printed pending the trial of the libel  
suit. It is also understood that the  
application was refused. Mr. Chen  
and Mr. Nielsen were not present  
but were represented by Mr. G. H.  
Wright, Mr. N. C. Home represent-  
ed the other side.

Mr. Chen sailed for America on  
the Empress of Japan yesterday and,  
according to the undertaking where-  
by he gave security, is expected back  
in four months' time.

It is understood that Mr. Gordius  
Nielsen and his attorney made ap-  
plication in the British Supreme  
Court yesterday morning for a sum-  
mons to be served on Mr. Judah  
Ezra for assault following the slap  
in the face administered to Mr.  
Nielsen in the Mixed Court Friday.  
Up to a late hour it could not be  
learned that the summons had been  
served.

## The Weather

Fine today. The maximum tem-  
perature yesterday was 84.4 and the  
minimum 60.8, the figures for the  
corresponding day last year being  
81.9 and 73.3.

## Germany Agrees To Spain's Ultimatum

Will Give One Of Its Own  
Ships For Every Spanish  
Ship Torpedoed

(Reuter's Agency War Service)  
Paris, September 22.—Germany  
has agreed to the claims made by  
Spain for compensation for damages  
inflicted by submarines. For every  
torpedoed Spanish ship Spain will  
claim possession of equivalent Ger-  
man tonnage.

The same result was obtained by  
Holland in similar cases.

## CZECH CLAIMS INDORSED BY CLERGY OF BOHEMIA

Action Has Made Profound Im-  
pression In Austria And  
Angered Junkers

(American Wireless To Reuters)  
New York, September 13.—(Re-  
ceived by French Wireless Station).—  
Cable dispatches received here say  
that the clergy of Bohemian Diocese  
are indorsing the declaration of the  
Czechs for an independent Czechoslovak  
state. Bitter resistance was  
made by the Austrian Government to  
the declaration. Because of their in-  
fluence, the action of the clergy is re-  
ported to have created a profound im-  
pression in Austria-Hungary and  
brought forth a strong denunciation  
from Vienna.

## Notice!

We wish to direct special at-  
tention to the series of articles on  
"England in War Time" by Mr.  
Harold C. Norman. Advertising  
Manager of THE CHINA PRESS.  
The first article will be found  
today on the Editorial Page  
which is in this section. We have  
seen nothing finer on the subject  
than this series and if you will  
read the first article you will  
read them all.

## 13,000,000 MORE MEN ENROLLED IN AMERICA

Number Now Liable For Military  
Service Is Increased  
To 23,500,000

(Reuter's Agency War Service)  
New York, September 12.—There  
were unprecedented scenes of  
patriotism throughout America to-  
day when the 13th million of Amer-  
icans were enrolled for war service  
under the new law raising the total  
enrolment between the ages of 18  
and 45 to 23,500,000.

## BRITISH MINISTER MAKES PEACE APPEAL TO CHINA

Country Losing Commerce And  
Going To Ruin, Sir John  
Jordan Warns

Reuter's Pacific Service  
Peking, September 13.—While in-  
terviewing Lu Chen-hsiang regarding  
the threatened seizure of the Canton  
Customs, Sir John Jordan expressed  
the belief that this sort of thing  
would continue while the North and  
South remained hostile, and asked  
what were the prospects of restor-  
ing peace, as the present conditions  
are ruining China, destroying her  
trade, commerce and all her in-  
dustries, and is injurious alike to  
foreigners and Chinese.

## 30 Vessels Launched By One American Yard

One Plant On West Coast Has  
Turned Out 367,000 Tons  
Of Shipping

(American Wireless To Reuters)  
Seattle, Washington, September 13.  
—(Received by French Wireless Sta-  
tion).—The thirtieth steamer from one  
shipyard has been launched, making  
the total launchings at this yard dur-  
ing this year 367,000 tons, comprising  
twenty-seven steamers of 8,500 tons  
and three of 10,300 tons.

## FRANCO-AMERICANS IN NEW OFFENSIVE ADVANCE 8 MILES

Penetrate Deeply South Of  
The Famous St. Mihiel  
Salient

## 3 MILES ON WEST

9,500 Prisoners And 60  
Guns Are Captured In  
First Day

## NARROW SALIENT

Americans Make Up Most  
Of Attacking Force; Ob-  
jective Is Limited

## The Battle In Brief

The Americans and French  
have advanced eight miles on a  
front of fourteen miles south of  
the St. Mihiel salient and three  
miles on a front of twelve west of  
the salient. They have taken  
9,500 prisoners and 60 guns.  
They are reported to have cap-  
tured Beney, Bois de Thiaucourt,  
Vigneulles and Hendicourt and  
are narrowing the neck of the  
salient. It appears that General  
Pershing is in command and the  
Americans make up most of the  
attacking force.

The French and British have  
both made substantial gains near  
St. Quentin.

(Reuter's Agency War Service)  
Paris, September 12.—The Amer-  
ican Army this morning launched an  
attack on the front St. Mihiel-Pon-  
t-a-Mousson, which is proceeding  
successfully.

London, September 12.—The Amer-  
ican official communiqué issued this  
evening reports:

This morning our troops operating  
in the St. Mihiel sector made con-  
siderable gains. Assisted by French  
units, they broke the enemy's re-  
sistance and advanced at some points  
to a depth of five miles. Up to the  
present we have counted 8,000 pris-  
oners.

The operation is still in progress.

## Five Miles First Day

9:10 p.m.—Reuter's agency learns  
that the Franco-American attack on  
the eastern flank of the St. Mihiel  
salient extended from Xivray to  
Feyenhaye. Their advance reached  
a maximum depth of five miles and  
they captured Thiaucourt, Pannes  
and Mondard. Northward of Mond-  
ard their cavalry is pushing in the  
direction of Vigneulles. Their  
patrols have reached the road north  
of Bois Communaux and are in the  
western outskirts of St. Mihiel.

Northwards, the Americans cap-  
tured Combres and reached the  
western outskirts of Dommarie.

The British today successfully at-  
tacked and captured the village of  
Havrincourt, with the exception of  
the northeastern edge. This is an  
advance of half-a-mile on a front  
of three and a half miles.

## Eight-mile Gain On South

London, September 13, 3:40 p.m.—  
The American attack south of the St.  
Mihiel salient was made on a front  
of fourteen miles and they advanced  
eight miles.

The attack on the West side of the  
salient where the country was much  
more difficult and the resistance  
more serious was on a front of  
twelve miles and advanced three  
miles.

Up to the present the Americans  
have taken 9,500 prisoners and sixty  
guns.

It is reported that they have cap-  
tured Beney, Bois de Thiaucourt,  
Vigneulles and Hendicourt, which  
would mean that the neck of the  
salient is now less than six miles.

The enemy is blowing up his  
dumps at Hattenville and Domtoux,  
both of which are outside the bottle.

## First U. S. Army In Action

Correspondents state that General  
Pershing commanded the First Amer-  
ican Army, including a number of  
French troops, which attacked the



famous St. Mihiel salient which the Germans formed in September, 1914. The sides of the wedge are twenty miles long and its base thirty miles. St. Mihiel itself is only thirty miles from Metz and twenty from Briey, with its great iron-ore mines. The French on various occasions have slightly pushed back the Germans, except at the apex, but the positions held by the enemy here, after four years' organization, are among the strongest on the front. St. Mihiel was an essential link in the Verdun-Toul chain of forts.

Yesterday's operation has already imperilled the German forces in the salient by severing the railway from Metz, by which they are supplied.

Over 100 American Tanks

Over a hundred tanks manned by Americans aided in smashing the concrete enemy first-line, which was crossed behind a dense smoke-screen.

The concentration of air forces is described as the biggest seen up to the present on the Western front. Four hours after the attack was launched not a German plane was reported visible and the American observers and bombing-machines worked unopposed, escorted by chaser planes.

The country is difficult, high ridges and thick woods offering concealment for nests of machine-guns but the German resistance was slight, the main forces of the enemy having apparently withdrawn to the second-line.

Correspondents emphasize that the objective of the attack is strictly limited.

The French troops operated between the two American forces and seized the western outskirts of St. Mihiel.

**British Make Gains**

London, September 12.—Field Marshal Sir Douglas Haig reports this evening:

Despite bad weather our operations continued this morning in the Havrincourt sector. The English captured Trescault, east of Havrincourt Wood, and the old British trench-line eastwards and northwards of that village.

On their right New Zealanders progressed eastward of Gouzeaucourt Wood, overcoming the obstinate resistance of a Jaeger division. At Havrincourt the 62nd Yorkshire, which carried the village on November 20, 1917, attacked for the second time over the same ground with like success.

Other English troops attacked across the Canal-du-Nord, northward of Havrincourt. After sharp fighting we captured the village and also the section of the Hindenburg Line between the village and the Canal.

Northward of the Bapaume-Cambrai Road the Lancashires, after sharp fighting, completed the capture of Mouvaux.

We took 1,000 prisoners in these operations.

We made further progress southward of the La Bassee Canal and northward of Armentieres.

**Clear Out Enemy Nests**

Reuter's correspondent at British headquarters reports this evening: Our attack this morning east of Havrincourt was designed to clear out some irritating enemy nests and generally improve our line along the series of spurs in the region of Gouzeaucourt but something more was accomplished, Havrincourt being captured and also the important ridge and village of Trescault, on the fringe of our old trench system, and about 300 prisoners taken.

Although the artillery bombardment has increased considerably on this part of the front, unquestionably the Germans are beginning to feel the shortage of ammunition.

The weather continues to be very wild.

**French In Good Advance**

Paris, September 12.—The official communique issued this evening reports: Westwards of St. Quentin, co-operating with the British, we advanced to the Holnon-Savy Road. The American attack in the region of St. Mihiel is developing under the best conditions.

**Secretary Baker Sees**

**Offensive's Beginning**

(American Wireless To Reuters)

Washington, September 13.—(Received by French Wireless Station).—A press despatch from the Army says that reports at 1:30 a.m. Friday indicated that the Americans are making progress according to schedule.

The captures include 250 Austro-Hungarians, making the first conclusive evidence that Austrians in force are being used in this part of the line. Large quantities of German supplies and material have been secured.

A press despatch received from the American army in Lorraine says that Mr. Baker, the Secretary of War, and other notable witnesses the beginning of the battle from a French fort behind the middle lines.

**Vandal-like Destruction**

**By The Germans At Ham**

(Reuter's Agency War Service)

London, September 12.—Reuter's correspondent at French headquarters reports today:

Ham, the largest town in the devastated country which the Germans spared in their retreat last year has been visited with destruction even more complete and less justifiable than at Noyon.

The Germans methodically destroyed Ham by fire, the inhabitants being evacuated, infernal machines placed in the houses and fires started by pressing a button miles away.

The bridges were also blown up. Ham had not suffered by shell-fire, neither side being interested in firing on the town. The only excuse the Germans could make for this destruction, that it blocked the roads against pursuit, is invalid. The destruction

of the bridges alone made it impossible for the French to enter the town until they had been replaced.

**Deserting Germans**

**Wandering In Belgium**

Amsterdam, September 12.—The Telegraaf states that during the confusion of the retreat hundreds of German soldiers escaped and are now wandering in Belgium, hiding in the woods, while numbers have reached the frontier.

**BOLSHEVIKI MAY YIELD**

**THEIR LAST STRONGHOLD**

**Have Looted Blagovestchensk And May Now Give It Up To Allies**

(Reuter's Pacific Service)

Peking, September 13.—The Bolshevik forces at Blagovestchensk, having effectively looted the town, are considering handing over to the Allies this last stronghold of German-Bolshevism in Eastern Siberia.

Peking, September 14.—The following was published in the Russian newspaper Pessant and Workman at Vladivostok on August 31:

"An appeal of the Vladivostok workers to the risen proletariat of Japan, unanimously accepted at a general meeting of the Russian Communist Party on August 30. To our comrades, the socialists and proletarians of Japan:

"In this hour of gloomy reaction, when the Soviets Russian Republic is surrounded by a magic circle of imperialist forces evoked by the expiring Russian bourgeoisie for the last struggle with the victorious proletariat, a bright ray of light suddenly emerges from the East.

"At the moment when by order of the Mikado and Count Terauchi's cabinet the Japanese troops were rushed to oppress the Russian revolution, when our situation here in the Far East was growing difficult and more difficult, you raised the red banner of revolt against imperialism and capital by requesting the recall of the Japanese troops from Russia.

You helped not only the Russians but the world's great socialist revolution. At the proper moment your help will have an enormous if not a decisive influence upon the development of the revolution of the Asiatic States.

"Full of alarm and hope, we watch your heroic struggle, of which we have only slight information, but its enormous scale makes us certain you not only will shake off the yoke of absolutism but will wreck capitalism, and will not surrender to the flattering promises of their slaves.

"Surrounded by an iron ring of unconscious bayonets over a wall of battleships and cruisers, the proletariat of Vladivostok sends to you our comrades, the warmest welcome. Forward towards complete victory over the decrepit Bourgeoisie! Forward, through the Soviets of the world, to a full realization of communist ideals. Long live universal socialist revolution!"

(Signed) Vladivostok Organisation of the Communist Party of Russia.

Harbin, September 13.—Because the strike was not ended the Railway Administration decided to carry out its threat, and dismissed over a thousand of the agents. Many of them are pleased to be taken back, promising their best behavior. Traffic is gradually being renewed, although many agents are still not working.

General Gaidis with his staff arrived in Harbin yesterday on a special train. At 11 p.m. he issued an order to all the railway agents declaring that they will be paid the same as before the strike and warning those who are not willing to immediately return to work that they will be seized and shot. After signing this order General Gaidis left for Vladivostok.

The workmen in all the local printing offices decided to strike as a protest against General Gaidis' order to the railway telegraph agents, and as a result no papers were published today.

General Gaidis' order has been despatched to all stations on the railway line. In the same telegram the general orders the Czech Colonel Kadlets to leave a strong garrison at Harbin, where a special war tribunal will be organized.

General Gaidis has also addressed the Railway Administration, binding all chiefs of departments to avoid conflicts with their employees and reminding them of their great responsibility. As a result of the order work has been resumed on the whole line.

Tokio, September 12.—War Office official. The Japanese Army have sent to China a large quantity of wheat, tea, cotton, sugar, rice, matches and tobacco from Manchuria. The people are heartily appreciating the relief.

**BRISTLES**



**SKINS**

Born 1915—Still existing

**CHINESE TROOPS CAUSE**

**DISTURBANCE IN MACAO**

**Undisciplined Soldiers Attack Portuguese, Wounding One, But Are Driven Off**

(Reuter's Pacific Service)

Macao, September 14.—On the afternoon of the 12th a truck pushed by a Chinese said to be a cook attached to the Chinese Guards stationed near Portas di Cerco, accompanied by a uniformed Chinese, was proceeding toward Macao on the wrong side of the road when a Portuguese policeman ordered them to observe the rule of the road.

The truck driver and his companion, refusing to obey, abandoned the vehicle and returned to Chinese territory. Later three groups of Chinese soldiers entered Macao from various directions, one of which, comprising eight soldiers armed with sticks, proceeded to create a disturbance at the police station near the barrier, assaulting the police, one of whom was injured.

As the disturbance was growing serious, a European resident nearby fired a sporting gun, wounding the assailant in the leg. An alarm was raised, whereupon the Portuguese Guards arrested four of the Chinese, and the others escaped. Subsequently the Chinese soldiers near the barrier drew up in a line and the Portuguese Guards at Portas do Cerco were also reinforced.

The Governor of Macao has protested regarding the affair. The Chinese soldiers were an undisciplined lot, refusing to comply with the orders of their own superiors.

**AMSTERDAM PAPERS**

**CRITICISE NEW PREMIER**

**One Says He Is Neutral And Weak, Another Calls Him Pro-German**

(Reuter's Agency War Service)

Amsterdam, September 11.—It is stated that the program of the new Dutch Ministry includes partial demobilisation if circumstances permit. The Handelsblad says that the Minister for Foreign Affairs has never given any ground for the supposition that he will desire to deviate from a policy of strict neutrality. The Premier is the weak spot in the Ministry.

The Telegraaf regrets that a national Ministry has not been formed. The Nieuwe Courant says that the Minister for Foreign Affairs is pro-German and suggests that it is intended that the Premier's official assistant shall supervise the Minister for Foreign Affairs. It describes the Premier as a second-rate figure.

(Signed) Vladivostok Organisation of the Communist Party of Russia.

Harbin, September 13.—Because the strike was not ended the Railway Administration decided to carry out its threat, and dismissed over a thousand of the agents. Many of them are pleased to be taken back, promising their best behavior. Traffic is gradually being renewed, although many agents are still not working.

General Gaidis with his staff arrived in Harbin yesterday on a special train. At 11 p.m. he issued an order to all the railway agents declaring that they will be paid the same as before the strike and warning those who are not willing to immediately return to work that they will be seized and shot. After signing this order General Gaidis left for Vladivostok.

The workmen in all the local printing offices decided to strike as a protest against General Gaidis' order to the railway telegraph agents, and as a result no papers were published today.

General Gaidis' order has been despatched to all stations on the railway line. In the same telegram the general orders the Czech Colonel Kadlets to leave a strong garrison at Harbin, where a special war tribunal will be organized.

General Gaidis has also addressed the Railway Administration, binding all chiefs of departments to avoid conflicts with their employees and reminding them of their great responsibility. As a result of the order work has been resumed on the whole line.

Tokio, September 12.—War Office official. The Japanese Army have sent to China a large quantity of wheat, tea, cotton, sugar, rice, matches and tobacco from Manchuria. The people are heartily appreciating the relief.

**BRISTLES**



**SKINS**

Born 1915—Still existing

**To Begin Trial Over**

**Kiangkwan Sinking**

**Captain And First Officer Of Gunboat Chutsai Reported In Shanghai**

(Reuter's Pacific Service)

Peking, September 13.—The National News Agency reports that the captain and first officer of the gunboat Chutsai, which sank the Kiangkwan, have arrived in Shanghai under arrest for trial. The Government has allotted \$54,000 for the expenses of the court, at which experts will watch Chinese interests.

**Alsace-Lorrainers**

**Greet Gen. Pershing**

(American Wireless To Reuters)

New York, September 13.—(Received by French Wireless Station).—The Association of Alsacians and Lorrainers of America announces that the glorious descendants of the heroes of 1776 and of Gettysburg astound the world with their deeds inspired only by the love of liberty and democracy, the Alsacians and Lorrainers of America, deeply moved that the descendant of an Alsatian should be chosen to destroy our odious chains with our Generals Foch and Petain and Field Marshal Haig, we send you on the occasion of your birthday our hearty wishes for great military successes.

**Standard Oil Man**

**Leaves For New Post**

Mr. David W. Deshler, until recently purchasing agent for the Standard Oil Company and who leaves for Peking today to assume the position of purchasing agent for the Rockefeller Foundation, yesterday was presented with a beautiful silver coffee set and salver as a mark of esteem from members of the local Society staff.

The presentation was made in the presence of a gathering of members of the staff in the general manager's office yesterday noon and in tendering Mr. Deshler the gift Mr. W. C. Sprague voiced in sincere terms the high esteem in which their former fellow worker was held.

Mr. Deshler had been connected with the Standard Oil Company for nearly ten years.

**Obituary**

Sir Samuel Evans

Reuter's Service

London, September 13.—The death is announced of Sir Samuel Evans, President of the Probate, Divorce and Admiralty Courts since 1910.

**VIOLENCE IS RIFE IN BOTH**

**MOSCOW AND PETROGRAD**

**Big Fires Are Raging And Situation Is Becoming Increasingly Grave**

(Reuter's Agency War Service)

London, September 12.—Reuter's agency learns that official telegrams portray an increasingly grave situation in Moscow and Petrograd. Serious fires are undoubtedly raging in Petrograd and violence is rife.

His Majesty's Government is still negotiating with the Bolsheviks with regard to the release of British officials but the situation is delicate and anxious as mob-law reigns.

Stockholm, September 12.—It is reported that eleven British subjects and eleven Frenchmen are imprisoned in the Fortress of Peter and Paul in Petrograd. They include Mr. Lockhart, the British representative in Moscow, who was condemned to death but reprieved owing to the joint representations made by neutral Ministers.

**Health Record Good**

**In U. S. Army Camp**

**But 35 Deaths In Week As Against 117 In Previous Week**

(American Wireless To Reuters)

Washington, September 13.—(Received by French Wireless Station).—The health report of the Surgeon General for the week ending September 6 shows a general improvement in the health conditions in the training camps and cantonments, with a marked decrease in cases of pneumonia, measles, etc. There were thirty-five deaths as compared with 117 in the previous week.

**Kosher Food Ordered**

**For Jewish Soldiers**

(American Wireless To Reuters)

New York, September 13.—(Received by French Wireless Station).—The Jews' Welfare Board has announced that the War Department has given its approval of their plans to furnish "kosher" food to soldiers and sailors at the Army Camps for those desiring it.

**PRUSSIAN VOTE REFORM**

**IS DOOMED TO DEFEAT**

**Secret Committee Of Upper House Filled With Men Opposed To It**

(Reuter's Agency War Service)

Amsterdam, September 12.—The Verwants states that two-thirds of the Secret Committee on Electoral Reform appointed by the Upper House are sworn enemies of equal suffrage and the Plenary House is proportionately antagonistic.

In the meanwhile the frame of mind of the Socialists is indicated by a party manifesto of which a big display was made in the Vorwarts and which protests in the strongest terms, in the name of millions of unfortunates, against a continuation of the Electoral Reform comedy and demands the immediate dissolution of the Lower House. It proclaims the watchwords of the Socialist Party are "Away with the three-class Parliament. Away with the Upper House. Up with universal, equal and direct secret suffrage! Long live democracy and peace."

**"Now is the time to correct the unpardonable fault of wastefulness and extravagance"**

President Wilson

Any man or woman who looks beyond the needs of the day must come to the conclusion that a saving, conserving policy is the only safe one to pursue.

Wastefulness and extravagance get one nowhere but into trouble.

Economy, industry and thrift are the guiding stars to opportunity, success and happiness.

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*Over and onward they go—  
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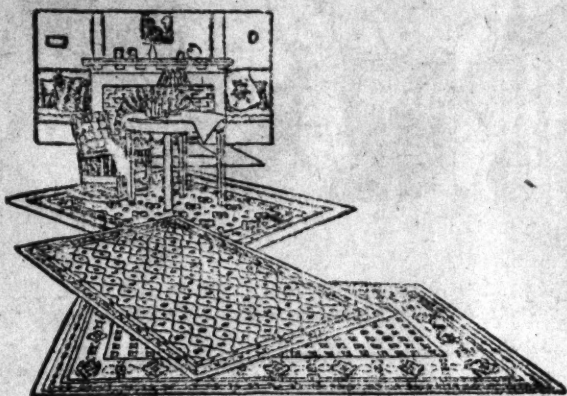
led cars into FIRST, SECOND, THIRD, FOURTH and FIFTH places in all the main racing events in America this year. Besides this, sixty well-known car manufacturers in America specify GOODYEAR as regular tire equipment on their products.

And TODAY more motorists in Shanghai use GOODYEAR TIRES than ever before.

**WHY?** Because the exclusive features of GOODYEAR TIRES, with the ALL-WEATHER TREAD, give longer service and greater mileage. Their extreme RESILIENCE and DURABILITY make them DEPENDABLE and ECONOMICAL.

**LET YOUR NEXT BE A GOODYEAR**

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### WHAT ABOUT YOUR FLOOR?

One look at the display of Congoleum Art Rugs will solve your floor covering problems. You will admire the dainty design and pretty colouring.

Then the wide range of patterns will please you. These Rugs are Washable, Waterproof, Sanitary.

Call at Your Dealer.

# CONGOLEUM

BY THE YARD

Here is the floor covering that combines low price with real beauty and durability as compared with printed Linoleum, which it resembles. Congoleum is more durable and more attractive, yet the price is less. The large variety of designs including Tile, Matting, Floral and Conventional Patterns makes it suitable for every room.

CONGOLEUM RUG BORDERS cannot be told from Polished Quartered Oak when laid to a Rug.

All Patterns Now On View

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### IDEAL FOR THE LIVING ROOM.

Congoleum Rugs have aided in solving what was a perplexing problem to many house wives — How to make the living room cheerful at moderate cost.

Congoleum Rugs are made by a new and wonderful process.

They do not fade in the sun, lie flat without fastening and never "Kick up."

**THEY ARE WATERPROOF.**

## Ingersoll Radiolites

### TELL TIME IN THE DARK

The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a great convenience. Just doubly as useful as a Watch that shows time only in the daylight.

Five models to select from including a wrist Radiolite and one in a white case to stand on the Bureau.

See Them At Your Dealer



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Radiolite



Midget  
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# Smiles from the Mixed Court

Nyi Lien-m is an unsuspecting soul, but thrifty and possessing, withal, a healthy streak of feminine inquisitiveness. Hence when she discovered a small, neatly wrapped parcel lying next to the curbing on North Soochow Road as she tripped to market the other morning she picked it up and regarded it with bland speculation. While she was turning the packet over and over curiously, Wang Zung-fah touched her upon the shoulder.

"Do you know what is in that bundle?" rasped Wang in an impressive whisper.

Nyi, being no clairvoyant, disclaimed all knowledge of the true inwardness of the package.

"Well," confided Wang, looking carefully about to see that no one was within earshot, "there's a \$100 bill in it."

"You don't tell me!" gasped Nyi, almost dropping the treasure.

"It's a fact," affirmed Wang.

"Now look here," he continued, getting more and more confidential all the while. "I saw that package just as soon as you did. And besides, it was me that told you what there was in it. If it hadn't been for me you'd have probably chucked it into the creek or somewhere and never got the hundred at all. Seem's to me I ought to get something out of it."

This sounded reasonable to Nyi, but she looked at Wang in bewildered fashion and put forward no bid.

"Suppose you give me that finger ring," pursued Wang, pointing to the gold band, valued at \$12, which encircled one of Nyi's digits. "Then we'll call everything square and you can have my share of the note."

This sounded reasonable too and Nyi parted with the jewelry and dashed for an exchange shop. Arriving, she shook the brown paper off the packet. Sure enough, there was the gladdening spectacle of a large, negotiable looking rectangle of paper with the fabulous figure 100 in the corners. Nyi dumbly pushed the bill over the counter with an eloquent gesture signifying that she desired smaller notes in exchange.

"Sorry," barked the exchange artist, "Nothing doing. Counterfeit!"

From where Nyi was standing the entire universe appeared to rise up, do a violent buck-and-wing for a few seconds and then burst violently in many fragments around her. Then she regained her equilibrium. She seized the bogus bill and by a simple but adroit process changed it from a single piece of paper into several hundred. Following this she hurriedly sought a cop.

"H'm!" said the policeman when the yarn was finished. "I remember having heard something of the sort before."

And he went and arrested Wang. The latter, as the policeman told the Court afterward, when arrested offered to return Nyi \$11, although, he complained, he only got \$2.70 out of the proceeds on account of having to split with two friends. In court Wang denied this.

"It is true that I used to do such tricks," said he. "But I'm a changed man and have led a blameless life for a long time. I was pulled into a tea-shop by a number of people and forced to offer \$11 to this complainant."

Wang's revised story was about as acceptable as his \$100 bill and he was ordered interned for two months and informed that afterwards the Settlement would try to struggle along without his presence.

Abstained Nyi

It was about 5 a.m., the Chinese Constable said, when he saw Nyi Siandien armed with a long bamboo pole and loitering about in an alleyway off Kwangse Road in the neighborhood of many open windows. He had started up the alleyway to interrogate the prowler but the latter had suddenly found a hurried interest in things further down the street and in speeding thereabouts had collided with another C.P.C. who impounded both Ny and the pole.

In Court Ny admitted being in the alleyway. He also admitted that the bamboo was in the alleyway, but, said he, the bamboo was not in his possession when the first C.P.C. started up the alley. It was only lying in the gutter nearby. It was therefore evident that he had picked up the pole in a fit of abstraction and it happened to be in his hands when the second C.P.C. bobbed up. Thus Ny is now no longer a member of this community, but is free to roam at will in other parts of China.

## Tuan Chi-jui Is Candidate For The Vice-Presidency

### Chance For Peace Is Gone If His Friends Succeed In Getting Him In

(From Our Own Correspondent)  
Peking, September 11.—While there are signs that Parliament is not going to show itself quite as tame as was expected, there are also indications that all is not going well on the administrative side of the Government.

To begin at the top, there is little mention during these last few days of General Tsao K'un's name for the vice-presidency. Until the last day or two it had seemed as if the election for the vice-presidency would be a contest between General Feng Kuo-chang and General Tsao, with an extreme probability that it would go eventually to General Feng. Other candidates, such as General Chang Tso-lin of Fengtien, had been eliminated, General Chang himself by appointment as Inspecting Commissioner of the Three Eastern Provinces, and General Ni Shih-chung by some compromise that is not publicly known. Now, apparently, General Tsao is out of it, and instead we have a candidate in the person of the Prime Minister, General Tuan.

What has led to this move is not clear, but it is surmised that General Tuan's friends have persuaded him that entire exclusion from office would not be good either for himself or for the country. It is evidently hoped by running him for the vice-presidency to have a counterpoise to the pacifism of Mr. Hsu Shih-chang. What this will mean to the country is evident. Whatever measure of peace the election of Mr. Hsu to the presidency might bring, would be rendered entirely null and void, for we should have a renewal in another form of the struggle that has made the last two years not only entirely barren of political advance, and of every other kind of advance as well, but has kept the country in one continuous state of ferment. Instead of a struggle for power between the President and the Prime Minister, we should have an equally pointless struggle between the President and the Vice-President. It is hinted that this is what the friends of General Tuan want, and at the back of their minds is the hope that the President will be worsted in the struggle and the vice-president would then drop into the presidential shoes, as has twice happened already in this very young republic. Whatever be the motives at the back of the minds of General Tuan's friends, it is quite clear that at present their idea is to run him for the vice-presidency.

Th question here arises, what

would be the attitude of Mr. Hsu in the event of General Tuan's successful candidacy? Mr. Hsu has already let it be known that he will not have General Tuan for Prime Minister. Would he tolerate him for Vice-President? That, in very doubtful. If General Tuan would not be persona grata to Mr. Hsu in the capacity of Prime Minister, from which he could be removed if he quarrelled with Mr. Hsu, if Mr. Hsu were strong enough to remove him, would he be any more welcome in the permanent office of Vice-President, from which he could not be removed by any act of the President's. Hardly, one would think; yet there is a distinct agitation for the election of General Tuan.

Whilst this question of the possible election of General Tuan is attracting attention, another topic is also the subject of discussion in administrative and political circles, and that is what looks very like a split in the Chiaotung Group. Mr. Tsao Ju-lin has created a party of his own which is commonly called the New Chiaotung Group, and it is said that this group has been formed because Mr. Tsao has quarrelled with Mr. Liang Shih-yi. Mr. Tsao's immediate subordinate, Mr. Yeh Kung-cho, it is reported, has tendered his resignation and though it is not yet accepted, is viewed favorably by Mr. Tsao, who has practically offered the contingent vacancy to Mr. Hsu Shih-tang, the brother of the President-elect, who at present occupies the post of Director of the Tsanpu Railway. It is suggested that Mr. Tsao is looking

to the future exercise of Director Hsu's good offices with the President-elect. Whether this move will profit Mr. Tsao remains to be seen, for to all appearances the President-elect and Mr. Liang Shih-yi are working hand in glove, and that being so whoever quarrels with the one quarrels with the other. It is said that Mr. Tsao has split from his old party because of severe criticism, within the party, of some of his dealings with the Japanese. This may be the excuse for the quarrel, but nobody believes that it is the reason for it. The reason is probably to be found in the fact that Mr. Tsao is a strong supporter of General Tuan, and neither the President-elect nor Mr. Liang is very keen on General Tuan just at present. These things may be settled before the election for the vice-presidency takes place, but if they are not there is likely to be a bitter contest.

### Italian Red Cross

Donations received from July 20 to date:

F. A. Nixon, Esq.	\$5.00
25 percent proceeds of raffle of a bracelet	75.00
A Portuguese young Lady	5.00
Shanghai Lawn Tennis Association, (part) proceeds of final matches	25.00
Societe Dramatique Francaise (part) proceeds of the performances of "La Fille de Madame Angot"	1,000.00
Total received	\$1,156.00
@ 73.2 = Ts. \$44.19 at Exch. 5/8 =	\$222.24
Remitted to Headquarters in Rome through the Hongkong and Shanghai Banking Corporation one D/D of	\$222.24

Shanghai, September 13, 1918.  
Il Delegato,  
M. Denegri.

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THERE is a greater demand than ever for the 'Allenburys' Foods, both at home and abroad, which existing conditions render it possible only partially to meet. Government restrictions of Exports, scarcity of material and shortage of shipping accommodation are difficulties that cannot be altogether surmounted until hostilities cease. Supplies will be increased as soon as possible, and in the meantime we would claim the indulgence of consumers of the 'Allenburys' Foods for any inconvenience experienced by them.

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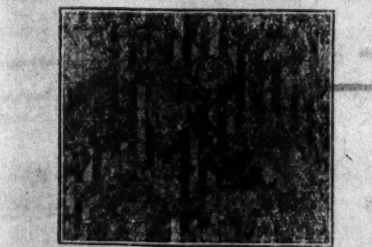


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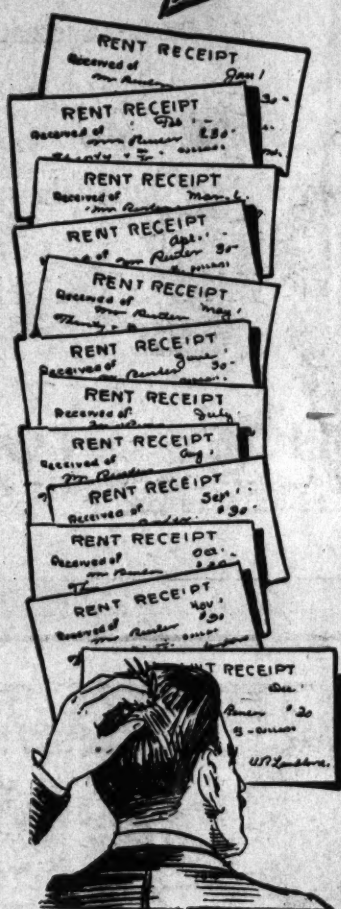
A cozy little place of your own or a wad of rent receipts?

Unfortunate, is the man who has to face old age empty handed—and the bitterest thing about it is the fact that it might have been AVOIDED.

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## LONDON PRESS VIEWS ON WEST AFRICA REPORT

### Papers Say Return Of Colonies To Germany Is Now Impossible

(Reuter's Agency War Service)

London, September 12.—Mr. Gorges' "terrible indictment" of the German treatment of the natives in South West Africa is generally commented on.

The Daily Chronicle remarks: "Whatever the future of other German Colonies may be, it is impossible that South West Africa can be restored to Germany."

The Daily Graphic remarks that after such an exposure the return of any of her Colonies to Germany would make the Allies partners in her unspeakable crimes.

The Daily Telegraph comments that whatever former German Colonies may be returned after the war South West Africa assuredly will not be.

The Morning Post remarks that after this horrifying Blue Book the Allies cannot in any circumstances willingly assent to return her African Colonies to Germany.

The Times says: "Knowing the Germans as we do now we could not restore any natives to their tender mercies without becoming deliberate accomplices in their crimes."

### News Briefs

Mr. E. C. Wilton, C.M.G., British Consul-General at Hankow, is the guest in Shanghai of Mr. H. Phillips, Acting Consul-General.

Capt. E. I. M. Barrett, of the S. M. Police, left Shanghai yesterday for Japan where he will play in the Golf Championship tournament.

Mr. G. W. King, British Registrar and Police Magistrate, will sail for home next Thursday.

Mr. H. von Heldenstam, Engineer-in-Chief of the Whampoa Conservancy Board, has left Shanghai for Tientsin where he will attend a conference of the Chihli river commission.

A deaf and dumb Chinese appeared in the Mixed Court yesterday on a charge of stealing a roll of cloth from the Wing On store. The cloth was discovered concealed in his clothing. He was ordered sent to the Sinza Refuge.

The many friends of Mr. H. S. Honigsberg, managing director of the well-known motor house of H. S. Honigsberg and Co., Inc., will be pleased to learn that he is out and about again after his recent severe illness and is now able to attend his office daily. He now proposes to put into effect various schemes in connection with the Buick and other important agencies that he holds.

Sir Henry May, Governor of Hongkong, and Lady May were passengers aboard the Empress of Japan, calling here yesterday. They are bound for Canada for a brief holiday.

Major H. W. Pilcher, accompanied by his wife and son, left for Japan yesterday on the Fushima Maru.

The Pacific Mail liner Colombia, with 1,100 tons of cargo for Shanghai, arrived at Woosung from Manila and Hongkong yesterday afternoon, the tender with passengers reaching the Customs Jetty at seven o'clock last night. The Colombia sails at one o'clock this afternoon for Japan ports, Honolulu and San Francisco.

## Kaiser Expresses Yearn For Peace

(Continued from Page 1)

that defeat and losses seemed only to increase the power and resistance of Germany's enemies.

He concluded by saying: "Were we sure that no other State would be in a better position with regard to Belgium than we, I believe I can say Belgium can be restored without danger and without restriction?"

### Banquo's Ghost Of Militarists

London, September 12.—The Times states that in view of the recent military developments and the sudden need for a peace offensive, some embarrassment is being caused in Germany by a flood of literature, all of which cannot now be suppressed, but which was prepared during the German spring offensive. Thus the Vorwarts draws attention to a pamphlet on the Colonial war aims of Germany which was finished about the end of June by the Colonial enthusiasts, Albrecht Wirth and Emil Zimmermann. The former insisted on the importance of a German-Mohammedan bloc in Asia and Africa, declaring "the backbone of our enemies is broken. We could ask what we like. They would have to give it up." Wirth concluded, "Germany must take the western half of Morocco and Senegambia."

Emil Zimmermann on his part demanded the French Sudan, Dahomey, the Ivory Coast and the Portuguese Colonies and says: "At least we must have Nigeria and we should not grant England an armistice until she has promised to cede us territory as security we should insist on England handing over the Suez Canal until we have got Nigeria."

Camouflage, Says Paris

Paris, September 12.—The whole French press, commenting on the last peace proposal made by Count Burian, calls it a camouflaged enterprise for weakening the Allied powers by stopping military progress. Nothing truly liberal is to be found in such an enterprise, only a peace maneuver such as is started every time when German power is in danger, remembering the political incidents which occurred in Germany in July, 1917. Thus the German defeat is most apparent. To such a peace offensive the Entente remains firmly opposed on its common program that it is not to be influenced by such maneuvers.

Worst Over Now,  
Says Lloyd George

(Continued from Page 1)

could be no compromise between freedom and tyranny. Raising his voice, he added "We will fight to the end."

Germans In Desperate Straits

The following is an amplification of portions of Mr. Lloyd George's speech at the Manchester Hippodrome.

He quoted the Frankfurter Zeitung as quite correctly explaining that the latest German defeat was partially due to German ignorance of the existence of our great reserves. The measure of German despair was that they were actually appealing to Austria for help. Mr. Lloyd George again quoted the Frankfurter Zeitung to the effect that the military operations arising from Marshal Foch's supreme command had resulted in a precision and swing which put a new phase into the whole Entente leadership. Marshal Foch, remarked Mr. Lloyd George, was one of those rare men who had got a telescope at the back of his eye.

The Premier declared that unless the image of victory was stamped on the coin of peace terms it would depreciate in value as time went on. Referring to the importance of maintaining the solidarity of the British Empire, the Premier said that the Empire had rendered a service to humanity the magnitude of which would appear greater and greater to future generations. It had helped to stop a barbarism that was sweeping through Europe. To

allow such an organization to fall to pieces after the war would be a crime against civilization. This British Empire would count for more next time than it did in the past because Germany knew now what they had to deal with. A great deal had been accomplished in the way of achieving practical unity but still more had to be done in order to make the Empire a greater, concentrated solid force than it was at the present time.

Dealing with questions of reconstruction, Mr. Lloyd George said that the health of the country in the past revealed startling, even appalling results, when the question of military fitness arose. The Ministry of National Service informed him that at least a million more men could have been put in the fighting ranks if the health of the country had been properly supervised. "If we had only had them this war would have ended triumphantly ere this."

Mr. Lloyd George asked, "Is it to be a continent of slaves or free men? Then the cause will win which looks far ahead into the future. It is better to sacrifice one generation than to sacrifice liberty for evermore."

Mr. Lloyd George III

London, September 13, 2:45 a.m.—It was announced in Manchester yesterday evening that Mr. Lloyd George was suffering from a chill and high temperature and will possibly be unable to fulfill his Lancashire engagements.

10:45 a.m.—It was announced in Manchester this morning that Mr. Lloyd George's condition is satisfactory but all his Lancashire engagements have been cancelled.

## U. S. FOOD REGULATIONS EXTENDED TO STEAMERS

### War Trade Board Exercising Supervision Over Menus On Liners Leaving U.S.

The Hoover plan of food economy, which heretofore has been enforced only on land, has now been extended to steamers on the high seas. The food rations of all persons on board a vessel, whether American, Allied, or neutral flag, have been limited. The quantities decided upon are liberal and ample, provision has been made for substitution of one kind of food for another, while keeping to the total allowable maximum. Some foods are allowed only in restricted quantities, while with others a greater latitude is permitted. In no case, however, shall a person be given a food ration of more than nine pounds per day.

The orders, issued in the United States War Trade Board, demand that all ships leaving U.S. ports must have their store list approved by the customs authorities. The quantities must not exceed the actual needs of the vessel.

According to the regulations a person is allowed per day only two ounces of butter, 16 ounces beef, six ounces pork, three-fourths of an ounce lard, ten ounces wheat products, eight ounces wheat substitutes, four and one-fourth ounces sugar, and ten ounces groceries.

In addition to the above, applicants may apply for such quantities as they desire from the following articles: veal, mutton and lamb, fresh fish, canned and salted fish, poultry and game, milk, and eggs. The amount applied for in this list, added to the articles in the first list, is not to be in excess of a total of five pounds per man per day. In addition to these articles a person may apply for 32 ounces of potatoes and a similar quantity of fresh vegetables and fruits, making a total of nine pounds of food supply per man per day.

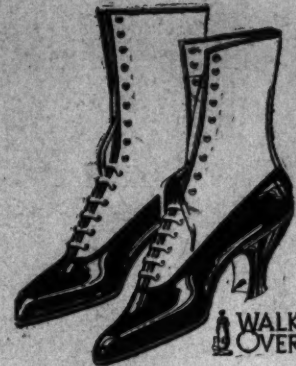
A special clause in the regulations provides for vessels plying in the Orient and allows the substitution of rice and certain foods eaten by Orientals in the place of wheat and American foods. These vessels will be allowed to have the same quantity of restricted food as other vessels provided that the total of the special food and the restricted food does not exceed five pounds per man per day, exclusive of fresh vegetables, fruits, and potatoes.

The regulations also provide that when vessels are granted new supplies and equipment, such as anchors, chains, boilers or engine parts, the old equipment or parts displaced must be landed before the vessel clears. Likewise, all junk, discarded rope, metal and rubber, etc., must be discharged before the vessel sails.

"Fashionable Footwear That Fits"

# WALK-OVER SHOES

SO many things the designer of a shoe must know! He must know every bone and muscle in the human foot, just as a watchmaker knows the purpose of every wheel. He must calculate on the weight of the wearer just as a bridge-builder figures his strains. Did you know that a skilled shoemaker can estimate the weight and height of a man by his tracks? It takes sense to make a good shoe, and it takes sense to fit it and sell it. All feet are not alike, and in shoe shapes what is one man's comfort may mean another man's misery. We offer our customers a real service in fitting their feet. It will be a great satisfaction to you to be able to quit worrying about whether you are going to like your new shoes or not. Walk-Over customers give little thought to that.



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## WALK-OVER SHOE STORE

"The House of Service"  
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*It's all very well  
to prepare for*

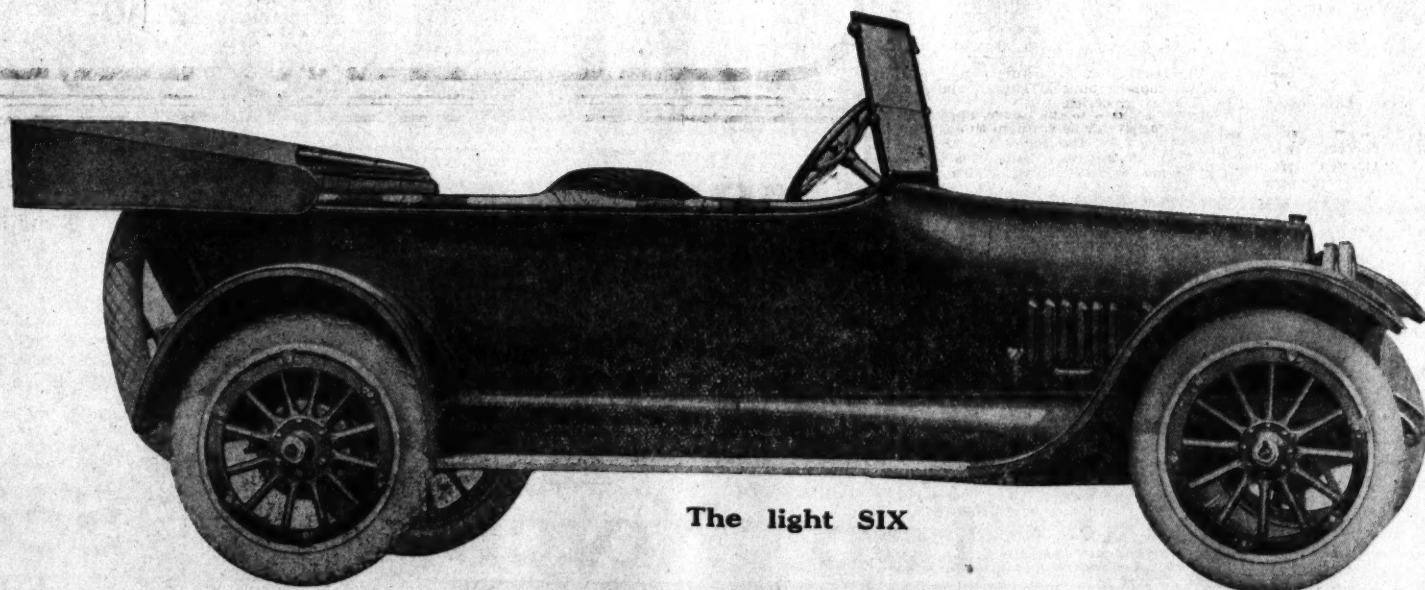
**THE RAINY DAY,**  
*to remit money home, and other-  
wise take advantage of the*

**HIGH EXCHANGE,**

*but you will do well to put some of your  
surplus cash into the purchase of a*



# BUICK CAR



The light SIX

*while it is still possible to obtain one.*

Owing to curtailment of the manufacture of motor-cars in America, and export restrictions, there is a possibility that after January 1st deliveries will be impossible.

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and there are only a few left for you to choose from. Delay is dangerous. Phone us for a demonstration NOW.

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## Chefoo Notes

**China Press Correspondence**  
Major L. L. of Chefoo, has been promoted to a generalship, and sent to Chucheng to offer the alternative of uniforms or execution to the brigands who have been operating that section. A confidence-inspiring sight it must be to the Chinese populace to see the men who, a few days previous, were pillaging their property and dishonoring their women, in uniforms as the respected guardians of law and order!

The vote buying game goes on quite merrily about Chefoo, several aspirants for the provincial assembly putting out considerable money in this district. The vote-trade is conducted in this wise: Gentry who claim the right of suffrage must prove the same to the satisfaction of the country magistrate and register with him. Of course the best way to prove the required amount of wealth is to share to a certain extent with him. Voters having thus bought the privilege of suffrage, make a turn-over by selling their votes to the highest bidding office-seeker. Democracy hides her face in shame when it is confessed that the chief obstacle to the restoration of the monarchy is not the democratic principles of the ruling class but their unwillingness to give up this and other forms of "graft" that even the monarchy never dreamt of!

Being evidently too well known to recruit the necessary number of supporters to his power at home, Chang Tso-lin, of Fengtien fame, has just opened a recruiting bureau in Chefoo. It seems not to be meeting with great success, the Shantungese being quite content to stay at home in view of the bountiful harvest which is being gathered this autumn.

Consul George F. Bickford's health having improved, he is at present in Chefoo selecting from the files of the Chefoo American Consulate the records which pertain to the new consular district which will have its headquarters in Tsinan. He expects to proceed in a few days to Tsinan and open the Consulate there. The new district will consist of what was formerly the western section of the Chefoo Consular District, taking away from this district over half of its territory, and in addition will take over

the southern part of the Tientsin District.

Consul Bickford, who has had long experience in consular service in Shanghai, Hongkong and Antung, was appointed to open an American Consulate in Tsinan last spring, but suffered a severe nervous breakdown a few days after arriving in that city. The American community of his district sincerely hope that his health will prove equal to his duties. That there will be strenuous is indicated by the report that the establishing of the new consulate involves the transfer of considerably more than half of the Chefoo records to Tsinan. Mr. Bickford is to be congratulated on having obtained the services of Mr. Roger Mills, of Chefoo, who is experienced in consular work and is familiar with the district, as assistant.

Chefoo, September 9.—The great heat has gone and we are now enjoying the cooling breezes which are such a feature of our climate during September and October. It is rightly argued that the majority of summer visitors to Chefoo do not by any means experience the best that the place can give them in the way of weather and this year July and August were more than usually sultry. Certainly to judge by the number of visitors here again this summer, the popularity of Chefoo as a seaside resort is not on the wane, for all the boarding houses have been filled to overflowing. The great need here is for a first class hotel, one which is well run and properly supervised. Some months ago there was talk of raising sufficient capital to erect a number of small bungalows, which could be let out to folks requiring to spend the summer here. Certainly it would be a profitable speculation and there is not the slightest doubt that they would prove attractive.

Messrs. James McMullan and Co., Ltd., the silk and lace firm, held their eighth annual meeting last Thursday afternoon. From all accounts the firm has had another very successful year and in spite of difficulties the dividend paid to shareholders is a considerable one. The firm has had a remarkable history. Originally built up by the late Mr. MacMullan, who in his way, was a great philanthropist, giving large and munificent sums of money to the Chinese for whom he had an intense admiration. It was about eight years ago turned into a limited liability company. Under the

direction of the founder the company continued to flourish. The death of Mr. MacMullan, two years ago, was made the occasion for a remarkable demonstration by the Chinese, thousands of whom lined the route and followed the cortege to its last resting place. Since then they have raised a big sum of money to erect a beautiful church which is to be a memorial to the deceased gentleman. His oldest son, who has been in the firm for a few years has just left Chefoo for Shanghai en route to Europe to offer his services to his country. There was a big turnout to see him leave, the native employees assembling en masse on the Jetty and firing off the inevitable crackers when the launch shoved off. Mr. D. F. R. MacMullan is yet another of the long list of old Chefoo boys who has obeyed the call of the Motherland.

With the advent of Autumn the local schools have all re-opened. The Anglo-Chinese College at Temple Hill commenced last Monday and the C. I. M. Schools last Friday. The latter were later than usual in starting owing to the late arrival of the Oxford examination papers which were due to reach Chefoo early in July, but which did not get here until the second week in August. The examination was held however and now the scholars are anxious to know whether their answers escape the attentions of the Kaiser's underwater craft. A Chinese recruiting office has been opened for the purpose of getting men for service in Siberia. I am told that Chefoo is expected to raise eight hundred men. Each time one passes the office there seem to be a number of men in there but whether they are all accepted is another matter.

The news of the election of Hsu Shih-chang as President of China was received very quietly here on Saturday afternoon. The fact that the election was by such an overwhelming majority appears to give satisfaction for it is thought that this fact alone will strengthen the hand of the new President. There is plenty for him to do and the sooner he gets to work and endeavors to put the affairs of this distracted country into something like law and order the better. Opinion here, as elsewhere, is divided as to his future. There are those who fancy he will unite the country and others again who think an attempt to restore a discredited monarchy will be a plank in his platform, while the possibility of his being swamped by

the military party is not discounted. Time alone will show whether the new President is likely to make his name revered by future generations.

Our Annual Water Regatta held a few weeks back was a unique success. The program was well arranged and everything passed off splendidly. It was a big improvement on those of previous years and the committee are to be congratulated upon their excellent organization as well as the perfect manner in which the whole of the events passed off. Thousands of Chinese lined the banks and it was an unusual spectacle to see so many of them watching, while their applause clearly showed the interest that they were taking in the various races.

It is likely that the Medical Faculty of the Temple Hill Hospital will leave for Siberia in response to the appeal for doctors and nurses. Dr. Hills is at present away but he is expected back any day and then he will decide whether his services and those of his staff are more urgently required there than here. A few days ago I was taken over the hospital. It is a huge building, thoroughly equipped and almost if not quite as up to date as any hospital in the United States. As one went around and saw all the conveniences, etc., it was difficult to realize that this was a hospital in China. The large wards were beautifully airy, the wide verandahs overlooking the city are ideal for convalescents, while all the arrangements are just perfect. It is a remarkable building in every way. I was told that the China Continuation Committee, after paying it a surprise visit gave it their opinion that the kitchen was the cleanest they had seen in China. Certainly this is correct, for the kitchen premises were spotlessly clean. The operating theater is on the top floor and in the center of the building. It is quite in keeping with the other appointments of the hospital.

There has been a lot of speculation as to when the break up storm is to come. As a rule the weather here breaks about the 21st of August and the event is marked by a stiff blow. Last year the storm was of unusual severity and did a lot of damage to the Bunding and the mole of the breakwater. This year, with preparations made for the change, there has so far been no storm to speak of.

## AWORD TO ONE WOMAN

## An Example to Follow.

If you are the woman to whom this is addressed you will recognise yourself in the following description. The message and the offer are for you, be you woman or girl.

This woman is tired. She never has all the abounding energy which she envies in others. She has cold feet; they keep her awake. In the morning she is loth to get up. Sleep has not refreshed her. Her appetite is poor; and she often suffers in more ways than anyone realises. She would sometimes take a day in bed if she could; occasionally she is obliged to. Her system is debilitated, and she sees no prospect of better health.

She need not endure this misery. Thousands of women know what relief from pain and an outlook of ill-health, and what new life to every part of the system Dr. Williams' pink pills for pale people give women and girls. They have felt the new blood which these pills send coursing through their veins, and the new health tingling in their systems. If you recognise yourself in the above description, start a course of Dr. Williams' pink pills, and join the ranks of the women they have helped. A reporter has interviewed the wife of an instructor on one of His Majesty's warships, Mrs. Elizabeth Parkins, who resides at 96, Glendower Road, Founds, Plymouth. In the course of conversation she told a tale worth nothing. "Several years ago," said Mrs. Parkins, "I suffered from a severe illness."

"For seven months I was under medical care, feeling weaker and weaker every day. I could not eat or sleep, while my limbs ached so fearfully that I couldn't bear to move them."

"I also had fainting fits, going off at the least exertion. I tried everything that it was possible to try," continued Mrs. Parkins, "but nothing seemed any good. One day I picked up a paper and in it read about Dr. Williams' pink pills. I decided to try them and began a course. After taking one bottle I noticed that my breathing was better; also I could enjoy food."

"Gradually I began to get stronger. Day by day my health improved and in a short time I had recovered sufficiently to make a journey to the north of England."

"I persevered steadily with the pills while away, and when I returned in six months to Devonport my friends did not recognise me. I was a new woman, and better in health than I had ever been since I was a girl. I owe my present good health, if not my life, to Dr. Williams' pink pills."

You cannot do better, if your health is low, than to start a course of Dr. Williams' pink pills for pale people without delay. These pills are stocked by chemists, and are also obtainable from the China Office of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, \$1.50 for a bottle, \$3.00 for 6 bottles, post free.

FREE.—There is much useful information in the little handbook, "Plain Talks," offered free to lady readers who send a postcard request for a copy to the above address.

## Residences For Sale

Newly built modern houses for sale on terms to suit purchasers.

## LAND FOR SALE

In all parts of settlement suitable for MILLS, FACTORIES, RESIDENCES.

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## FOR INVESTMENT

We have for sale residential property, very attractive for investors.

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China Realty Co., Ltd.

Nanking and Kiangse Roads



# REMEMBER—

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is

# KING GEORGE IV SCOTCH WHISKY

A Soft, Sound, Natural, Wholesome Stimulant, that ministers to good health, and neither affects the head nor the liver. Distilled by the largest distillers in the world—THE D. C. L. CO.

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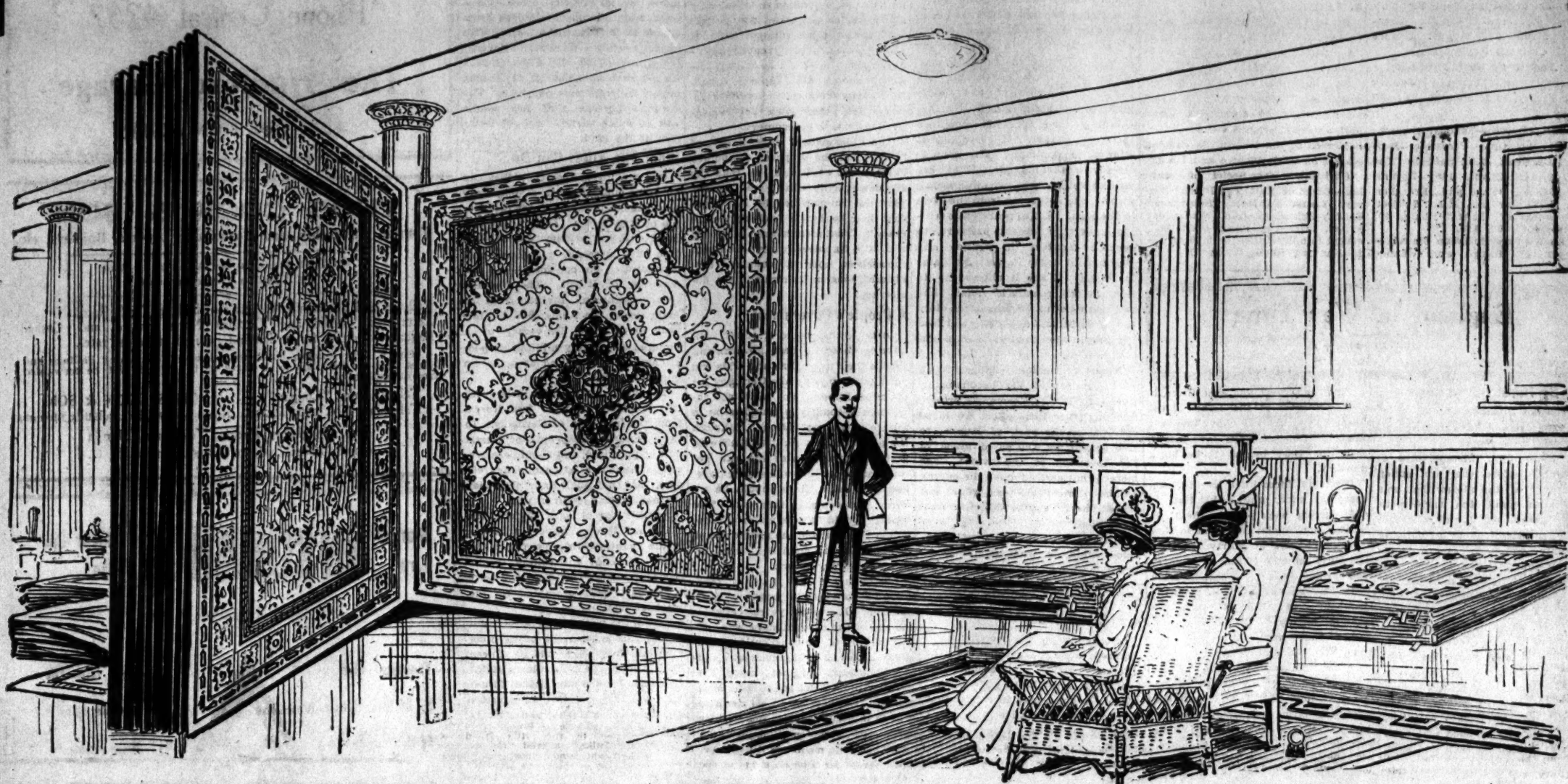
# WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

## Special Display of Carpets and Rugs

Monday, September 16th

CARPET DEPARTMENT — FIRST FLOOR

Monday, September 16th



### CASHMERE RUGS

#### ALL WOOL

Beautiful Reversible Pile Rugs. Reproductions of fine antique Persian Rugs.

Size 24 by 54 inches Price \$8.50 each  
 Size 34 by 65 inches Price \$15.00 each  
 Size 28 by 61 inches Price \$11.50 each  
 Size 36 by 72 inches Price \$17.50 each

### "DECCAN" RUGS

Curly centre with plush border. Most artistic and durable.

Sizes 30 by 12 in. 32 by 15 in. 24 by 54 in.  
 Price \$2.75 3.75, 7.50 each  
 Sizes 27 by 60 and 36 by 69 ins.  
 Price \$12.50 and 15.00 each

### REVERSIBLE JUTE RUGS

Excellent bedroom rugs.

Sizes 54 by 24 ins. 66 by 36 ins.  
 Price \$1.75 and 3.00 each

### FINE MIRZAPORE CARPETS

This year we have imported from India a very fine assortment of Mirzapore carpets. They are all woven in one piece and are really beautiful in design and colouring. Especially suitable for dining and drawing rooms, halls, libraries, and are practically everlasting wear.

Sizes: 9½ by 6½, 10 by 7½, 12 by 9, 12 by 10½,  
 Prices \$42.00, 50.00, 75.00, 85.00,

13 by 12, 15 by 12, 17 by 12½ and 18 by 12  
 Prices \$115.00, 130.00 160.00 and 165.00

#### "Diamond" Tapestry Carpets

Superior quality. These carpets are most artistic in design and colourings and can be relied upon to give every satisfaction in wear.

Sizes: 3 by 3, 4 by 3½ & 4½ by 4 yds.  
 Price \$35.00, 65.00, and 85.00

#### Reversible "ROMA" Art Squares

Strong jute carpets, woven in one piece. In a variety of artistic colourings, and designs specially suitable for bedroom use.

Size 4 by 3 yds. Price \$25.00

### MIRZAPORE RUGS AND MATS

This year we have imported a large stock of these splendid rugs and mats. They are made in beautiful designs and colourings and are practically everlasting wear.

SIZE 3 ft. by 1 ft. 6 ins. SIZE 5 ft. by 2 ft. 6 ins. SIZE 6 ft. by 3 ft. SIZE 7 ft. by 4 ft. 6 ins.  
 \$3.50 \$8.50 \$12.50 \$19.50

### BRUSSELS "RUBY" RUGS

In a variety of useful designs and colouring. Strong and hardwearing.

Size 54 by 26 inches  
 Price \$2.75 each

### "STAR" AXMINSTER RUGS

Excellent quality Axminster rugs in all the newest designs and colourings.

Size 5 ft. 6 ins. by 2 ft. 6 ins.  
 Price \$9.50 each

### "ROYAL" AXMINSTER CARPETING

British manufacture, soft and luxurious. Stocked in plain Grey and Rose. Also in beautiful drawing room and dining room effects.

WE SHALL BE PLEASED TO QUOTE FOR ANY  
 SIZE CARPETS

27 inches wide Price \$5.00 yard  
 Border to match Price \$5.00 yard

#### Tapestry Stair Carpet

Excellent for hard wear. In useful colourings and designs. Crimson, Greens, Fawns, etc.

Size 27 inches wide.  
 Price \$2.50 yard

#### Jute Carpeting

Blue and Green, suitable for halls, passages, etc. Strong and serviceable.

Size 36 inches wide.  
 Price \$1.75 yard

### LINOLEUMS

The sanitary floor covering inlaid Linoleum, new designs in tile and carpet effect.

Price \$2.75 square yard

Plain Cork Lino The noiseless floor covering.  
 Price \$2.00 and \$2.50 per square yard

Plain Linoleums stocked in Brown and Art Green shades.

Price \$2.50 per square yard

#### The "REX" Vacuum Cleaner

Double suction. Gets the dust at each forward and backward stroke. Requires but one person to clean stairways, tapestry, furniture, mattresses, etc. To have a "Rex" means saving in money, labour and time. Full instructions with each. Price \$8.50

#### PLAIN ART FELT

Most artistic and durable. Stocked in rich Crimson, Blue and Olive Green and Brown. 48 ins. wide.

Price \$3.75 yard

#### UNDERFELT

Plain Grey Felt for putting under carpets. Makes any carpet soft and luxurious to the tread. 48 ins. wide.

Price 85 cts. yard

#### Plain Cork Lino

The noiseless floor covering.

Size 72 inches wide.

Price \$2.00 and \$2.50 square yard

#### Linoleum in Parquet, Floral, Tile and Matting Designs

Clean and durable. Suitable for bedrooms, dining rooms, halls, etc.

Size 72 inches wide.

Price \$2.75 square yard

#### Stair and Passage Linoleum

Stocked in plain Brown or Green centre with key border. Artistic and durable.

Sizes 22 and 36 inches wide.

Prices \$1.50 and 2.25

#### Plain Linoleum

Solid colours right through. Stocked in Brown, Art Green.

Size 72 inches wide.

Price \$2.50 per square yard

NOW IS THE TIME TO SECURE A SMART RUG AT A LOW PRICE

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# THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

## Today's Church Services

**Holy Trinity Cathedral**—September 15—Sixteenth Sunday after Trinity. 8 a.m., Holy Communion. 10 a.m., Matins in Chapel. 10.30 a.m., Sung Eucharist (without sermon). Hymns 7, 238, 274, 6 p.m., Evensong. Hymns 229, 285, 34. Lecture on 11 Corinthians: The Dean.

**St. Andrew's Church, Broadway**—September 15—Sixteenth Sunday after Trinity. 10.30 a.m., Matins and Litany.

**Union Church**—Sunday, September 15—11 a.m., Preacher, Rev. C. E. Darwent, M.A.; Subject, "The good fight." Chant, 110; Hymns, 479, 153, 392, 395, 6 p.m., Preacher, Rev. C. E. Darwent, M.A.; Subject, "The words of Christ." Chant, 49; Hymns, 499, 107, 126.

**Shanghai Free Christian Church**—(Corner of Range and Chapoo

Roads). Today's services in the above will be conducted as follows: Morning at 11, by Rev. W. Hopkyns Rees, D.D. Evening at 6, by Dr. J. A. Anderson.

**St. John's Pro-Cathedral, Jesuit**—Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

**St. Joseph's Church**—Sunday, September 15—Masses at 6, 7, 8 and 10 a.m. At 10 a.m. high mass. Sermon in English at 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days: 6 and 7 a.m.

**Christian Science Society of Shanghai**—Masonic Hall, The Bund. Service 11 a.m. Subject: "Substance." Sunday School 10 a.m. Wednesday 6 p.m. Reading Room open daily except Sunday 10.30 to 12.30 at No. 21 Nanking Road, Room 71.

## England In War Time

Getting There

By Harold C. Norman

(Advertising Manager of THE CHINA PRESS who has just returned from a trip to England)

IN those dim, distant days of peace, before the first sullen mutterings of the storm that was destined to engulf the world were to be distinguished, it was a simple matter to telephone to an obliging steamship company, secure funds from an equally obliging bank, and set forth on the 12,000 mile journey from Shanghai to London. Steamships and trains ran on schedule; alert and even obsequious officials were here, there and everywhere to speed the traveler on his way, and so comparatively secure were conditions on land and sea, that a man on leaving Shanghai might venture to cable to his friends at home, saying, "Meet me by such and such a train at Euston on such and such a day of the month."

But now! A passport (that horrible official instrument and means of identification—with certified caricature affixed—despised of yore by freeborn persons), having been obtained and the necessary visas secured, the traveler's troubles may be said to have commenced. The minor trouble of having his baggage, great and small, searched for possible bombs (entailing disorganization of contents to an extent sufficient to bring a tear to the average feminine eye), will be forgotten when, wishing to land in Japan, he has to suffer inquisition, at each of the three ports of call, at the hands of a minor police official, who, lacking in knowledge of English and ignoring the fully-explanatory passport, evinces intense curiosity regarding the immediate and more remote ancestry of the traveler. Would-be facetiousness is lost, for it is solemnly accepted as reliable information. For instance, an American, on being asked where he was born, and replying, "At home," and to the query, "In what State?"—"Why, in the state of nudity," was passed as a traveler of repute and handed his permit to land.

Travel conditions on the Pacific are but little changed. Save for the presence on board of returning army officers, refugees from Russia, and the fact that the ship's position is no longer denoted by little flags stuck into a chart, and that the day's run is made a thing of mystery (being described on the notice board as "X X 4" or "X X 1," as the case may be), there is little to indicate that one is getting nearer and nearer to the seat of war, and to that great-hearted Dominion that has given so many of her heroic sons to the cause of humanity. What though the waves for two days are 45 feet high, and to avert possible disaster, oil has to be poured on the troubled waters, we are on the way HOME, and for those whose internal economy renders them immune from the insidious heaving of the waters, there are over a score of toothsome items on the menu three times a day.

On through the waves, past the primeval forests and rugged shores of Vancouver Island, until Victoria and then Vancouver are reached. At both these ports several of the standardised ships (built to the order of the Ministry of Munitions), for which crews will shortly arrive from England, are to be seen on the stocks. Husky soldiers, straight from prairie and mining camp,

through the streets, and even there, in the Far West of the Land of the Maple, it is obvious that "there's a war on." Nineteen days have passed, and the East begins to be but a memory.

Canadian formalities having been complied with, and a headtax of 0.58 having been paid to the U. S. immigration official (if bound to New York), you are at liberty to board the hotel on wheels that is to carry you from ocean to ocean, 3,000 miles across a continent, through the grandeur of the Rockies, the pastoral beauty of the prairies, past towns that have "arrived" and towns in the making, to the great city on the banks of the vast St. Lawrence River; to that city which is still not "dry," and therefore suffers a large and remarkable influx of visitors from the adjoining and not so happily situated province.

There are two very notable things to be observed during the long but pleasant rail journey of four days and five nights—the beauty of the scenery and the price of boiled eggs in the restaurant car.

There's a clang and a bustle about the departure of the night mail from Montreal to New York, and there's a feeling of keen, almost excited anticipation among the little knot of Far Easterners who, blasé no more, have completed some 2,000 miles of their journey, and now stand on the threshold of what may prove the Great Adventure. At the frontier, reached about midnight, the Customs and Immigration officers are kind, and the examination is made as these officials consider is compatible with duty. Breakfast is eaten in America, and through the windows of the car may be watched the long and beautiful panorama of the Hudson. Soon the wonderful New York Central Station is reached, and the passengers, en route to various hotels—for the steamer will not sail for nearly three days—are thrust into the turmoil and clamor of the great city that has now become the financial center of the world, the metropolis of that country whose sons are even then beginning to mingle their blood with that of their European brothers on the fields of France and Flanders.

After a day in New York and following the necessary official visits, passports begin to look interesting, for their backs are partly covered with strange endorsements and many-colored stamps. White and perspiring, passengers emerge triumphant from the office of the Military Control, after a protracted conflict with the official who, young in years but wielding, apparently, the authority of a Field-Marshal, has sought to put a stumbling-block in the way of their crossing the Atlantic. None of those passengers will ever proffer flowers at his obsequies.

All is in order. Countless formalities have been complied with, and the passengers have been ushered one by one on to the great ship that is to bear them across the Atlantic. Some hours elapse before the ship is ready to start, but at last the captain (dear old Finch—hero of three torpedoed ships!) mounts the bridge. Down clang the big iron doors of the wharf, leaving the monster ship, with its freight of close on five thousand souls, cut off from intercourse with those who are left ashore. A long-drawn blast of the siren, its deep diapason reverberating among the skyscrapers

## A Solution To The Russian Problem

By Manuel Komroff

RUSSIA must be saved. Saved at any cost. She must be saved from the iron grip of Germany, as well as from Civil War. As long as intolerance, violence and Civil War rage in Russia she plays into Germany's hands. While internal friction is predominant, Germany cannot be warded off. She creeps daily like an octopus extending her tentacles and sucking the life of Russia. And Russia of a hundred and eighty million people, remains powerless.

Germany can only be driven out of Russia by the united effort of the entire population. In order for the people of Russia to unite, a temporary truce must be declared. All parties in Russia can and should unite, to this main end.

Liberty and freedom remain a "scrap of paper," if Germany is allowed to dominate. The Hun is already weakening, the Allies are beating her at her own militaristic game. She is turning from the West to the East. She appears quite willing, under the present pressure, to concede territory in France and Belgium, in order to hold her gains in Russia. If she is allowed to do this, she will remain a victor. She will retain her militarism as the glory of the world, and again she will feed her people upon the idea that "might makes right."

Russia's freedom hangs in a balance. Now is the psychological moment. Due to Germany's present dilemma, very little effort would be required on the part of Russia, to free herself, as well as to assist in the liberation of the world. The moment has arrived when the energy required for such a task would not exceed the resistance that Germany could offer.

A small Russian army, well provided, could do wonders. It could strike a blow at an unexpected moment in a weak spot. A moral blow as well as a physical one.

### A Political Truce

In order to do this two things are required: first, a truce between the different parties in Russia, and secondly, a *Save Russia* movement.

There is not a man in Russia that desires to see his native land dominated by Germans. Where is the man that values his own personal grievances above the destiny of Russia?

Peace between Capital and Labor, under present conditions in Russia, is hardly possible. But, a truce is possible, especially as all interests would be merged into one. One big idea: *Save Russia! Defend the land of the Revolution! Secure Liberty!*

Under these principles the party which would not lay aside its petty grievances and its personal vanities, would be disloyal to the country, as well as a traitor to Democracy and Civilization.

With the slogan: *Defend the land of the Revolution* placed before the people, a million men would rally to the call. A million, is about as many as the country in its present condition could support, but it would be all that is required to save the land.

If the Brest-Litovsk treaty is only a truce; now is the time for its termination. Where is the Russian who dares place his personal interests above the interests of his country?

All parties desire to save Russia. Their actions are prompted by patriotism for their native land. Some would found governments on well tried plans, some on yet untried scientific formulas, and some, I regret to say, on vanity. But all are sincere in their desire to save their native land. From the most conservative to the most radical all desire to save Russia.

If the forces that are now pitted against each other, would throw their energy against the real enemy, Russia could be saved.

From an examination of the internal forces now active in Russia, it is easily seen that if Russia is to be saved, she must help save herself.

If a political truce were declared, the Allies would not hesitate to rush supplies and aid into the crippled near-by, and the ship emerges on to the broad waters of the Hudson. A minute more, and her bows point down stream to the open sea, and to that grand symbol of the rights of mankind, for which cause so many of those on board are destined to lay down their lives.

First-class passengers, summoned to the luxurious lounge, are soon made aware that this is to be no voyage of pleasant dalliance and use due appreciation, three miles a day, of the culinary art of the *Chef*, but instead, a journey which may prove to be the last for many. Rules, as announced by the urbane but firm-mouthed purser, include—no smoking on deck after sunset, frequent boat drills, life jackets to be carried everywhere, warm clothing worn continuously as soon as the danger zone is reached, and artificial light, day and night, throughout the whole interior economy of the ship; five short blasts of the siren to denote either a boat drill or the summons to abandon ship.

The armies now active in Siberia would form the nucleus of the new Russian army. The army of freedom. The army which could free Russia not only from Germany, but from its own intolerance.

### A Temporary Government

During such a truce, as I propose, Russia must have at its head a temporary government, in which all parties must have a voice, but whose power must be limited to effect only affairs during the transition period. During the time while Russia is being freed, this representative government must automatically resign as soon as the people in Russia have drawn up their constitution, and elected their own representatives to form a government.

The Allies should have a sort of check upon the proposed temporary government of Russia, so that the Russian people may feel secure. That the Russian people may feel, that their country is "safe for democracy." That men in quest of power, and little Napoleons may not impose themselves upon a country, that suffered long in its struggle for democracy.

### A People's Government

In time, the people of Russia will have to choose its own government. This is their natural right. This can hardly take place while Germany remains in Russia. For while she remains, the country is bound to be in a state of demoralization. Although the people have a right to their own government as soon as she can get together upon the underlying propositions, still there should be no hurry to accomplish this end. The country would be safe under a Temporary Regime, and the people would feel secure with an Allied check on their temporary rulers.

Let us not forget that it took America six years to frame a constitution. It was six years between the end of the revolutionary war and the framing of the constitution. And such states as Connecticut and Massachusetts did not enter the union without a lot of coaxing and political engineering. Let us also bear in mind, that the States in their period of reconstruction were a homogeneous people while Russia contains, seventeen different nationalities and as many different interests and languages.

Each State in Russia, at present, has its own representative body to conduct its local administration. These congresses should, as far as possible, be retained and developed, so that local affairs are governed by local men. However, their power must be limited to administrative acts that only effect their territory, and limited also to such acts, that do not encroach or invade upon neighboring states. For instance it would hardly be fair of the government of Siberia not to allow its railroad to carry goods into Russia. Neither would it be just of Finland, to prohibit lumber, of which it has plenty, to go into Russia.

In time, these individual states of Russia will find that it will be more profitable for them to establish a national representative government. They will find that "mutual aid" is undoubtedly more brotherly and profitable than antagonism or competition. When that time comes, they will be ready for a national government, but still retaining the state bodies for local jurisdiction, the state bodies retaining about the same powers as the states in America.

### The United States Of Russia

The United States of Russia, or call it what you please, can only come about through the will of the Russian people themselves, aided by education and the democratic ideals of the Allies. Let these ideals be placed before the Russian people in such a way that they will be understood. Let their minds be fortified with democracy.

At the same time we must refrain from investments in Russian commercial property and schemes, so that our aid is disinterested and beyond suspicion, so that the people of

Russia retain their confidence in us. This does not mean that the Allies should not organize the mines and railways in Russia; but it does mean that no products should be sent out of the country while they are needed in Russia, and that neither mines nor railways should be bought from a temporary Russian government, without the consent of the entire people.

The wealth of the land is so enormous that no security, other than a bond issue, should be required from Russia in the event of a loan. With a responsible temporary government, advised by the Allies, Russia should have no difficulty in raising money for legitimate purposes. The natural increase that her trouble will do much toward the rejuvenation of the land.

### What The Allies Can Do

The first thing that the Allies can do in helping establish a temporary government, is to guarantee the people of Russia, that such a government will be entirely non-partisan, free from personal grievances and concentrated on one ideal—the democracy of Russia. The moment this government diverts from its main issues, the Allies should intervene so that the democracy of a hundred and eighty millions of people are not jeopardized by a few in quest of power.

The Allies should also help with the volunteer army to free Russia from the iron grip of Germany. In the meantime the people of Russia must be promised, and should receive, religious, political and economic freedom, that they shall know that they are not fighting again in vain.

Another great task before the Allies, is to lead in the reorganization of the country,—this I am sure the Allies are ready and willing to do. Her proposals in this direction, have in the past been prompted by the finest motives.

Part of the work of the reconstruction of Russia, and one of its most important features, would be education. This is the particular task of the Allies. All the educational forces that we have at our command, should be called into Russia. It is most urgent. Personally I feel that a series of moving pictures, thoughtfully prepared, would bring the quickest and best results. But these pictures must be shown free, or at so small an admission price, that they will be sure to reach the people that need them most. In this, the back towns and remote country, must not be overlooked. The Russian farmer is destined to become a very important figure in the future, and he will need education to carry on his work. Special films must be prepared for him; after generations of farming he does not yet know the secrets of his soil.

Farm tools, machinery and instructors must, immediately be thrown into Russia, so that she may quickly improve her food condition, and fortify herself against famine. While famine rages, no constructive work is possible.

The Allies must also help launch a movement which may have as its slogan *Russia for Russians, or Russia First*. This would greatly aid in holding the land together, while Germany would be driven back to her beloved fatherland. Germany's love for her neighbors fatherlands almost exceeds her devotion to her own.

To my mind the time is ripe when a little effort, with Allied support, will free Russia from invaders. The psychological moment has arrived. The collapse of Germany must be completed.

The Allies reward for her aid to Russia would be; first, the final blow Germany would receive; secondly, Germany's economic as well as military defeat, for while Germany retains the resources of Russia she is not defeated; and finally, the establishment of a fellow democracy, the democracy of Russia.

The moment is at hand. Let us do what we can, individually and collectively to save Russia; for while Germany remains in Russia the world is not "safe for democracy."

which their ship was now a unit—27,000 American soldiers in this one convoy.

Through fair weather and foul, maneuvering incessantly under the direction of the flagship, the convoy ploughed its way. On board the ship conveying the little party of Far Easterners, with its three of troop-decks, life passed pleasantly enough till the real danger zone was reached for the first three days, indeed, the strains of a fine infantry band enlivened the proceedings on deck. "Meatless days" were observed, but it transpired that chicken, pigeon, turkey and bacon did not

(Continued on Page 11)

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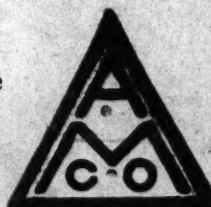
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## The Year Without A Summer ☐ By Garrett P. Serviss

A century ago occurred the strange "year without a Summer." In truth, the interval is a little more than a century, since the remarkable year in question was 1816, but meteorological cycles (of which this may be an example) are always slightly variable. In 1816 sunspots were at a maximum, as they are nearly this year, and it is the state of the

solar radiation, as indicated by sunspottedness, and not the lapse of a certain space of time, as regular as the swing of a pendulum, that determines secular variations of the seasons.

The average interval from maximum to maximum of sunspots is about eleven years, but sometimes it is shortened to only eight or

nine years and sometimes lengthened to thirteen, fourteen, or even fifteen years. Strike an average, and you find nine maxima in a century; strike another average, and you get an apparent accentuation of the effects of sunspot conditions on the earth with every third period, i.e., every thirty-three years or thereabouts.

If, as some persons think, every third group of three periods marks a still more notable accentuation of the same kind, then you would have a very exceptional effect about once in a hundred years. That would make this cool, if not cold, Summer a cyclical repetition of the Summer of 1816, in somewhat the same way in which the total eclipse of June 8, 1918, was a repetition of the similar eclipse of May 28, 1900.

The Summer of 1918 upon the whole, a cool one, will not by any means equal the record of that of 1816. But a somewhat ominous fact remains to be mentioned, viz., that cold Summers come in clusters, characterized by a progression of intensity covering several successive years, and it is distinctly within the limits of possibility that next Summer may be colder than this one. The cold spell of a century ago first manifested itself in the Summer of 1812 and continued through those of 1813, 1814 and 1815, culminating in 1816 in "the year without a Summer," which proved disastrous.

Old records say that the opening months of this anomalous year—January and February—were mild, but March turned cold. April started out warm, but before it ended the fields in the northern United States were stiffened with frost and whitened with snow. The cold continued through May, ice forming an inch thick, and repeated plantings of seed being successively destroyed, until farmers gave up in despair.

June, the month of the solstice, gave no relief, ice continuing to be formed on the streams and ponds and snow to be sprinkled over the fields. "Almost every green thing was killed; fruit nearly all destroyed; snow fell to the depth of ten inches in Vermont, seven in Maine, three in the interior of New York and also in Massachusetts."

But little rain fell, and there were a few warm days interspersed throughout the month. Nearly all the time there was a steady and for the season fiercely cold wind from the north. "The farmers who worked out their taxes on the country roads wore overcoats and mittens. A farmer who had a large field of corn in Tewksbury, Mass., built fires around it at night to ward off the frost. Many an evening he and his friends took turns watching them. He was rewarded with the only crop of corn in the neighborhood. Fears were entertained that the sun was cooling off, and throughout New England all picnics were strictly prohibited."

It was no better in July: still frost and ice prevailed, and nearly all the Indian corn was destroyed, only that planted in protected pockets of land escaping. August brought no change for the better, as, indeed, it could not, since the apparently weakened sun was now rapidly declining toward the equator. The brooks and ponds began again to be covered with ice. The price of seed corn for the next year, to which farmers looked forward with fear, rose to \$5 a bushel.

"September furnished about two weeks of the pleasantest weather of the season, but in the latter part of the month ice formed an inch thick." October and November were very cold, but December was "comfortable," and the succeeding Winter was mild. Very little vegetation had been matured in the Eastern and Middle States. All Summer "the sun's rays seemed to be destitute of heat; all nature was clad in malle

hue, and men exhibited no little anxiety concerning the future of this life."

Similar conditions existed in Europe. At the end of July snow fell in England, and the next year (1817) bread riots occurred in England on account of the scarcity of grain caused by the "year without a Summer."

That wonderful year left a picturesque mark on Mount Washington, which for many decades distinguished the slopes around the "Great Gulf" and is not yet entirely gone. The unrelenting frosts killed all the trees there and turned them into skeletons of white wood, as hard as buck's horn, which gleamed so brilliantly in the sun that they were called the "Silver Forest."

## England In War Time

(Continued from Page 10)

and so all was well. The troops (volunteers from every state of the Union, with nine months' training), well-fed and happy, soon quite at home under the category of meat, home in their life jackets, were drilled from early morn till dewy eve, between times searching the sea with eager eyes for signs of the "tin fish," as they light-heartedly termed them. There's reward of £20, too, for the man who sights a submarine and reports it to the captain before others can convey the news.

Entry of the danger zone caused some excitement, but much more grumbling when the order was promulgated to turn in at nights ready dressed for any emergency, and the small squadron of destroyers discovered one fine morning to have joined the convoy was looked upon by some as merely another distraction to life on shipboard.

Yet another morning dawned, gray and misty. Land had been sighted, was the report, and as proof that the narrow waters of the homeland were reached, were to be seen the swiftly-darting shapes of tiny submarine-chasers, and the bulkier hulls of the vessels known as drifters.

Breakfast was over, and the customary offerings were being made at the shrine of My Lady Nicotine, when—Boom! and the ship shuddered. Boom! and she shuddered once more.

A mile away, on the port beam, destroyers were scurrying hither and thither. A minute or two more, and a smoke-screen, black as ink, hid their operations from view, protecting at the same time the great fleet from the peril that lurked beneath the surface of the waves.

It was not till the hour of cocktails that official news came through that the two explosions had signified that the watchers on the water had sent a U-boat to its doom by means

of that most marvelous of inventions—the depth charge.

A few hours passed, and the voyageurs were still congratulating themselves on their lucky escape, when from a destroyer near-by there was a sudden, sharp report, followed by the deeper roar of a six-inch gun from a transport on her beam.

Curiosity overcame alarm, and there was a rush to the side to view what was going on. A hundred yards away was undoubtedly a periscope, but barely had it been sighted when a destroyer, rapid as an express train, passed over the spot, dropping a depth charge as she did so.

The firing continued, and then, suddenly, something flashed by under water, thirty or forty yards astern. Like an arrow from a bow speeds a destroyer in the direction from which the torpedo had been fired. A scarce hundred yards away there is a sudden roar, a tumultuous disturbance of the water, and the ship quivers almost as if she herself were wounded in the vitals. Yet another boatload of murderers has been accounted for!

There were no regrets expressed when the bar of the Mersey River was reached that night!

Liverpool, although getting used to the arrival of convoys, extends a hearty welcome to all incoming voyageurs, except so far as her railway stations are concerned. That is not her fault, however, for her stalwarts are at the war, and if a first-class passenger cannot handle his own baggage, well, it's time he learned to do so. There's a war on! In five hours after leaving Lime

Street, the darkened lights of London are in view, and—sign of the times—tickets are taken at Willesden Junction by a uniformed collector. With a grinding of brakes the train

draws up in Euston station, and the 12,000-mile journey is over. Thirty-eight days from Shanghai to London, and it's war-time, too. Tuesday—"A Changed City."

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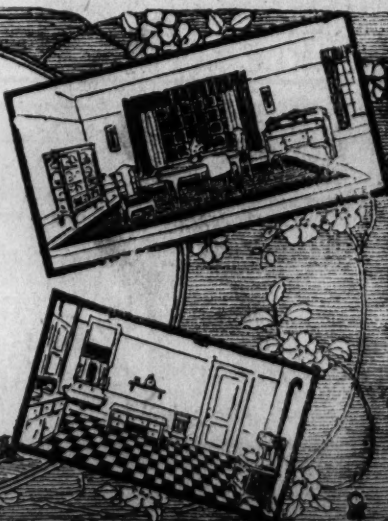
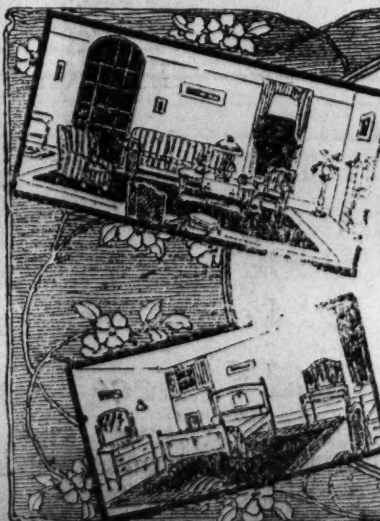
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London, July 27.—Premier Lloyd George's announcement to the munition workers on strike that on and after Monday they will be eligible for military service and will be liable to conscription is the most momentous decision ever taken in the history of industrial disputes in England.

It means that if the men refuse to return to work, thousands of them who have been exempted because of their usefulness in work of national importance will be put into the army and the Government will have to find men to replace them, for it is essential that the production of munitions shall be maintained at the maximum capacity of the factories.

With the exception of that part of labor directly engaged in the dispute, there is but one opinion here: that to strike at the present time is entirely indefensible, whatever are the rights or wrongs in the circumstances which caused the men concerned to stop work. The duty of the Government is to prevent strikes; whether the Government is justified in imposing the embargo and refusing to modify it will be determined later. The issue between the men and the Government has narrowed down to whether the Government is to govern or is to be governed by a section of citizens.

Agree With Premier  
The newspapers which have attacked Premier Lloyd George and his Ministry on practically every issue agree with him on this point. The evening Star, which is the Prime Minister's most persistent critic, says: "Premier Lloyd George speaks on behalf of the Government. So long as we are what we are, a democracy, we must all stand by the Government of the day whether we like it or dislike it. We are at war with Germany, and in time of war every citizen is bound to uphold the Government and assert its supremacy over all sections and factions whatsoever. Any other course would lead us straight into the abyss of Bolshevism. We are all out to win the war, and that aim

dominates all our differences, all our grievances; the war must come first." It is most unfortunate that the present trouble, which threatens the most vital artery in the system for the prosecution of the war, should have arisen from what now appears to be either a wilful misunderstanding or a malicious intent by interested persons, both among the men and the employers, to misinterpret the Government's action.

The wording of a notice posted by a firm in Coventry did not truthfully state the effect or the reasons for the Government's action, which was to insure such a distribution of skilled labor as would provide the maximum output from all the factories.

### Purpose Of Notice

The purpose of the notice as posted at Coventry was to intimate that the Government contemplated replacing a certain proportion of skilled labor. On the other hand, the men affected insist they were not consulted as to the reasons for the introduction of such a system nor as to its operation. They declare that any such radical change should have been submitted to them and discussed before its adoption, particularly as regards the transfer of men from one area to another or from shop to shop, which, they say, is an infringement of their rights under the recognised shop regulations agreed upon between the men, the employers and the Ministry of Munitions less than a year ago.

The situation in the munition areas is little changed today. The number of those idle remains about the same, with little probability of an increase in the ranks of the strikers. The firm attitude taken by the Government and the total lack of public support are now showing their effects in many districts.

The greater number of the strikers are now in a more reasonable frame of mind, and conferences have been arranged in all the munition centers for tomorrow, when it is hoped that the officials of the trade unions will succeed in persuading the members to accept the Government's offer of an inquiry into causes and agree to the resumption of work immediately.

Officials of the Department of National Service are preparing forms for calling up the strikers for service in the army; some of these forms already have been distributed among the younger men. In Birmingham the strikers' committee asserts that the district reports show accessions to the strikers, principally women electrical workers. The district committee at Sturcheley, in the Birmingham area, passed a resolution pledging themselves to enlist in the army on bloc when the first man on strike in their district receives a call to join the army.

## Philippines News Notes

Customs authorities are facing a new problem of freight congestion at the two piers which are the only facilities which the port of Manila offers to handle cargo from foreign ports. Practically all pier space is occupied at present as the result of heavy freights which recently arrived, and with many large steamers due to arrive the situation is becoming serious. The present congestion at the piers is not unusual, as the foreign commerce of the Philippines has grown so rapidly that the two piers are insufficient to accommodate it.

Definite announcement has been made that the date set for the federalization of the Philippine national guard division of 15,000 men is November 1 and instructions to all provincial sub-committees that the full quota of national guard soldiers assigned to each province must be assembled in their recruiting depots or stations not later than October 1.

Going on record as strongly favoring the allowing of Asiatic immigration to the Philippine Islands in consonance with the persistent clamor of the members of the Philippine Agricultural Congress, the Philippine Chamber of Commerce has pledged its entire support towards securing from the legislature an immigration law to solve the present labor crisis being met in all parts of the Philippines. The farmer delegates gathered in session applauded the support given them in their pro-immigration stand by the Chamber of Commerce.

Corpa exports from the Philippines are now blocked. The decision has been reached by the Governor-General after consultation with the federal authorities. The reasons set forth are that there is a shortage in copra in view of the rapid increase in the number of oil expellers in the Philippines, and that from the point of view of the lack of tonnage for Philippine exports, copra occupies about four times as much space as the oil which might be derived from this same product.

Dr. Luis P. Uychuquin, editor of the Philippine-Chinese Advocate and alumnus of the University of the Philippines, has been appointed by the Board of Regents of that institution as lecturer on oriental history and American diplomacy in the Far East. Dr. Uychuquin is a holder of A. B. University of the Philippines and Ph. D. in political science and economics, University of Chicago. He is the first Chinese to occupy a professor's chair in the university.

Edward Weber, rich German tobacco

plantation owner, worth about a million pesos, who for about 30 years has resided in Tuguegarao, Cagayan, will be one of the contingent of Germans to be deported to the United States at the sailing of the next transport from Manila. Mr. Weber was also the former owner, with his two brothers, of La Flor de Intal, Manila cigarette factory which was sold to its present owners at the outbreak of the war.

A fine of P2,000, or one year's imprisonment, or both, await the liquor dealer who violates the military order against the sale or gift of spirits, wines or beer to uniformed men of the army and navy in the Philippine Islands as a result of a proclamation issued by Governor General Harrison, who, acting on the advice of the attorney general and upon supreme court precedent, has held that the civil authorities have the power to co-operate with the military and the navy in securing the enforcement of the recent prohibition order.

Manila will soon boast of a complete and modern boxing club and gymnasium as exists anywhere in the Far East or the United States. The Olympic Club management has announced its plan to erect, on Rizal avenue, a new show house to take the place of the one now in use at Palomar Park. The new building which will be erected just this side of the Opera House will be built at a cost of P2,000,000.

Following a long conference between Secretary Jakosalem of the Department of Commerce and Communication, and Acting Director Aguilar of the Bureau of Labor, the latter official issued an order to the Hawaiian Sugar Planters' Association to suspend the shipment of Filipino laborers now under contract to go to Hawaii until they are further advised on the subject.

Archbishop O'Doherty, who is a member of the American committee of the fourth liberty loan drive,

has announced a plan as a result of which all Catholic churches and schools in the Philippines will be reached and their support to the loan established. That the result will be highly satisfactory to the committee is shown from the record made by Archbishop O'Doherty in the recent Red Cross campaign, the sum of P29,000 having been turned in through his efforts.

John J. G. Knust, formerly a captain of the Philippine Constabulary and since 1914 in business in Manila as export agent for the Philippine Household Industries, is on the list of Germans to be deported to the United States at the sailing of the next transport.

The Board of Regents has decided not to discontinue the teaching of German in the University of the Philippines. For the present purposes, it was stated, German should be taught in the university but should not be extended or permitted to be included in the curriculum of the lower schools.

Solid opposition on the part of the labor organizations of the islands to any legislation authorizing Chinese immigration, as recommended by the agricultural congress to the Philippine legislature may be anticipated, judging from the stand taken by prominent labor leaders of the city when the matter was under consideration by the farmers' congress. Investigation, moreover, has brought to light the information that this opposition will be made manifest in various ways, and plans have been put under way by at least the two larger labor groups of Manila.

Twenty thousand men, women and children, composing the bulk of Manila's laboring class, marched to the Ayuntamiento September 2 to present their petition to the govern-

ment demanding prompt relief in the present food crisis. Orderly, serious, determined, appealing, the crowd was not dismayed by the showers which fell. They greeted Senate President Queson, who appeared before them as representative of the government with a rousing cheer which was re-

peated following his promise that the government would do everything within its power to relieve their condition. The stirring enthusiasm which greeted the mention of Philippine support of the cause of the United States in the world war was the other moment of climax of the afternoon's proceedings.



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## Importance Of Austria To The Pan-German Scheme Of Conquest

War On Serbia Was Germany's Plan To Subjugate South Slavs And To Gain Control Of The Key To Dominion In The East

L. Michailovitch

Minister from Serbia to the United States

The commencement of the world war had as its apparent cause the death of a prince. The real causes are, however, much greater, and they have gradually been coming to light during the struggle. In her great plan for the domination of the world Germany had for her principal ally Austria-Hungary. Aided by that Empire and across its territory, Germany's influence was to have spread over the Balkans and the Ottoman Empire, right up to the Persian Gulf. The existence and the reinforcing of Austria-Hungary was essential for the realization of this plan.

But the plan was menaced by a number of dangers, dangers which even threatened the very existence of the Dual Monarchy. There was, in the first place, the development and progress of Serbia, which, especially after the Balkan war, on account, on the one hand, of identity of race, and on the other, its very democratic constitution, became a point of attraction for all the Jugo-Slavs.

The second and parallel danger was the evergrowing resistance of the Jugo-Slavs (Serbs, Croats and Slovenes) to the Austro-Hungarian regime, by which ten millions of German speaking Austrians and nine million Magyars attempted to crush in the most brutal fashion the aspirations of 30,000,000 Slavs. Finally there was the powerful national organization of the Czech-Slovak people, which had always awaited a favorable occasion to settle its accounts with the Hapsburgs and their supporters.

The proofs of this means to the existence of the Austro-Hungarian scheme are furnished by the revolutionary incidents which occurred with ever increasing frequency before the war among the oppressed nationalities of the Austro-Hungarian Empire and which the Government was only able to suppress with the greatest difficulty and by making use of the most reactionary methods. The war was to save Austria-Hungary by delivering the various nationalities completely into the hands of Austro-German militarism and crushing them. This aim has for the time being been realized.

An independent Serbia, carrying

out a national, i.e., an anti-Austrian policy, was thus a barrier against the expansion of Germany toward the east. To save Austria and open the route to the east, Germany had but one means—war.

The present war did not begin by chance between Austria-Hungary and Serbia, but because the Hapsburg empire was indispensable to and Serbia a danger for German policy. The 28th of July, 1914, the day of the declaration of war on Serbia by Austria-Hungary, is the day on which two principles entered on a bloody struggle, the principle of brutal domination against the principle of liberty and self-determination.

For Germany the maintenance of Austria-Hungary is of capital importance; it is, in fact, the chief aim of the present struggle. Whatever may be the conditions of peace, if after this war Austria-Hungary still continues to exist Germany will always have a free field and a route open for her expansion toward the east, and this for the reason that Austria-Hungary, by the force of things, can only maintain herself with the support of Germany, and for that reason must carry on a Pan-Germanic policy, which is besides quite in the traditions of that Teutonic dynasty, the Hapsburg monarchy.

By the dissolution of the Austro-Hungarian Empire (which is to the interest of the majority of the people composing it), all reason for leaning on Germany will disappear and in this way the route toward the east will be closed to Germany; not only the Hamburg-Bagdad route but also the Hamburg-Vladivostok route. In other words, the backbone of Pan-Germanism, which is constituted by Austria-Hungary, will be broken.

For this reason Germany will always be ready to make every possible concession if she can only keep Austria-Hungary in existence. When toward the end of 1915, the military force of Serbia was broken, the Pan-Germanic scheme of Hamburg-Berlin was realized. The chain formed by the alliance between Germany, Austria-Hungary, Bulgaria and Turkey will not be broken either by a simple reconstruction of Serbia nor by according political liberties to the oppressed nations of Austria-Hungary.

This dangerous chain can only be broken by the dismemberment of Austria-Hungary and by the establishment of the free States of the Czech-Slovaks, the Poles and the Jugo-Slavs. This is the only way to assure the future peace of the world and destroy the Pan-German scheme.

But to reach this peace we must first win the war. In this regard the question of Austria-Hungary is of still greater importance for the Allies. The military and moral power of the Central Empires consists precisely in their central geographical position which permits them to concentrate their forces and at any moment at any place. In this lies the chief cause of their success up to the present time. But this is also their weak side, for their defeat is inevitable if this "bloc" should one day be broken, and this "bloc" can be broken if its weak point can be found. This weak point is Austria-Hungary.

The movement of the Czech-Slovaks and especially that of the Jugo-Slavs, movements which had begun to develop even before the war, are today the only ones which can bring defeat to victory to the Allies. The national feeling of these people has been so roused that the whole political system and military force of Austria-Hungary have been shaken. The best proof of this are the events which are taking place on the Italian front. Since the disappearance of Russia as a military force and as an enemy of the Central Powers, Austria-Hungary has at her disposal all her troops formerly on the Eastern front. She has transported them to the Italian front and with the double aim of co-operating with the present German offensive on the Western front and improving her internal situation threatened by complete demoralization has undertaken this unfortunate offensive, of which the failure has been apparent from the first day and which will finish in a complete debacle if the Allies make use on the Italian front of their most powerful ally in their struggle against Germany and for the end of the war—it means the utilization of the revolutionary movement of the oppressed nationalities of Austria-Hungary.

The 28th of July, 1914, the first day of the world war, Serbia was forced to accept the war imposed upon her by Austria-Hungary. During four years she made the maximum of effort, she sacrificed all that a people can sacrifice in the defense of the principles for which all the Allies combat, believing firmly in the final victory.

The Slav element in Austria-Hungary, in spite of all the military success of the Central Powers on the different theaters of war, also believes

firmly in the definite victory of the principles proclaimed by the Allies as indispensable for a durable peace. But not only that, the Slav element openly and with no uncertain voice demands its liberty. The struggle of the Jugo-Slavs and the Czech-Slovaks against their rulers has begun openly.

If the Allies do not openly and sincerely espouse their cause, this movement will either be crushed by force or the Central Powers will be ready to make concessions and to accept a compromise with the Slavs. In both cases this would be detrimental to the Allies. The Allies should realize the danger of the German solution of the situation and take a resolute decision, for if the Central Powers should succeed, even only to a certain degree, in arriving at a solution of the present movement in Austria-Hungary, the war may be regarded as ended to the profit of Germany.

The collapse of Russia has been of enormous advantage to Germany, and the collapse of Austria-Hungary, which has begun, will bring to Germany either her defeat or her victory. This depends solely on the point of view which the Allies and the United States will take up. On this decision depends the conclusion of the war and the future peace of the world.

### ADVICE ON MARRIAGE

Given In A Booklet Published By The State Of Minnesota

Giving advice to those about to marry is the latest activity of the State of Minnesota. The State Board of Health has issued a booklet under the title of "Marriage and Engage-

ment," which, while not pretending to be a compendium for the lover, yet contains many gems of wisdom that many a couple would do well to heed. It bears the seal of the State and is circulated at State expense. Its author is not revealed. Here are some excerpts from it:

"A young woman appears at her best in the presence of a man, especially if she likes him. A man, especially a young one, appears at his worst in the presence of a woman, particularly if he likes her.

"A woman should never marry a man to reform him. If she just must marry that kind of a man she should make him reform first and make him prove it, too.

"Neither man nor woman should marry under 20 years of age. After that, the sooner the better.

"Engagements shouldn't be too long; they promote late hours and extravagant expenditures for clothes, gifts and entertainments.

"Engagements shouldn't be too

short; those sometimes lead to unwise unions.

"A couple may safely wed if the man has an income of \$50 or \$60 a month and he has saved up \$200 or \$300.

"A young man ought to know that

sometimes young women put on the behavior best suited to win, whether or not that behavior has anything genuine back of it. A young man who is thought to be wealthy is especially liable to be caught in this trap.—Kansas City Times.

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## GERMANS NOW DREAD FUTURE OF THE WAR

One Paper Expresses Fear Of  
'An End Of Terror As  
In Russia'

### LOSING FAITH IN THE ARMY

Critic Praises Ludendorff For  
Admitting The Failure Of  
His Operations

London, August 7.—The despondent tone of the latest German press comments is emphasised daily in special despatches from Holland. A despatch to The Daily Mail from The Hague today includes an editorial by the Dusseldorf Nachrichten, which says that nobody looking into the future can see an end to the war.

"For though it is true that the end might come quickly," it adds, "it could only be an end of terror as in Russia."

Vorwärts of Berlin says that events of recent days at last have shattered the illusion, created by inspired optimism, that Germany is invincible. It says:

"The German people at last realise the colossal gravity of the situation. Let us have courage to admit that as long as the war is not ended it is not won and can be lost."

The principal North German organ of the majority Socialists, the Burger Zeitung of Bremen, says:

"Black and dark is the hour. The sacrifices made by the people are immeasurable and those of the fifth year of the war will be gigantic, but no refreshing breath of freedom and civic equality blows through the oppressive night of our discontent."

### Reserve Strength Still Left

The Germans are not likely to remain on the defensive long, according to General von Ardenne, the military critic of the Berlin Tageblatt, as quoted in an Amsterdam dispatch.

"It is clear that the defensive battle fought by our retreating troops will not continue indefinitely," says General von Ardenne. "The German offensive has suffered an unpleasant interruption, but it will certainly revive, and what will contribute to its revival is that the fact that the armies between the Aisne and the Marne was able to carry out their operations with their own reserves, without being obliged to draw upon the other reserves, the unrestricted possession of which secures the initiative to the German Supreme Command."

Captain von Salzmann, the military critic of the Voessische Zeitung of Berlin, takes the view that German operations south of the Aisne are approaching a termination and the great advance upon the Marne has come definitely to an end. He pictures the German forces as retreating into a stronghold whose gates are slowly closing.

The writer pays a high tribute to General Ludendorff for the latter's frank admission that German operations have not gone so satisfactorily as had been hoped. This he regards as a sign of high confidence on the part of the supreme command.

"There was no talk of victories that were not won," he says, and he asks the German public to be proud of a "retreat during which the German troops repeatedly turned upon their pursuers, inflicting heavy losses." This retirement, he says, will be an example as a strategic retreat for all times.

The new front upon which Captain von Salzmann expects the Germans to stand, and which he believes will be stoutly held runs from southwest of Rheims along to Vesle River past Conde, joining the old German front line north of the Aisne. Desultory fighting, he predicts, surely will develop on the new Vesle-Aisne front and, he says, "it will be to our interest if the enemy attacks in force here."

Austrians Praise Foch  
Zurich, August 7.—The German hope of ending the war by a military decision before the arrival of the Americans was blasted by the recent Allied offensive, the Socialist newspaper Arbeiter Zeitung of Vienna points out in concluding a recent article on the military situation.

"All the explanations and comments cannot alter the patent fact that in this double offensive the gain of ground, and consequently the only visible sign of success, is on the Allied side," the newspaper says.

"While it is admitted that this victory does not yet possess any decisive character, there is one result which cannot be called in question—the strong moral effect produced by the three German offensives against Amiens and Paris has been completely destroyed. The Allies today have a chief whose name inspires confidence and whose ability is in no way inferior to that of Ludendorff or von Hindenburg. Furthermore, the only hope of the Germans to end the war in a military way before the Americans were in line has disappeared as the result of this last French offensive."

## SHANTUNG OPPOSES TAXATION OF SALT

Move To Levy Tax Causes Excitement And Rise In Prices

### China Press Correspondence

Tsinan, September 8.—Shantung is greatly excited over the salt-tax, which has never before been imposed upon the greater part of this province. Salt-Commissioner Pierson has personally visited all the coast districts buying out the private salt-producers for the government. As a result, salt is rising from about half a copper a catty to eight coppers a catty. There is naturally much opposition from the people, upon whom even the Manchus did not attempt to impose this tax; many threats are made, and a few instances occur of resistance by force. At present this is mainly confined to the West-tung district in the extreme tip of Chiao-tung peninsula. Some military from Chefoo have gone to that district to overawe the people. Tao Yin-wu, of Chaotungto, expects to make a visit there in a few days. The local Salt Inspectorate has removed from the tao-yin's yamen to its own offices in the foreign section of Chefoo.

The cheapness of salt along the Shantung coast has always been a sort of standing joke among the Chinese. A few months ago a Chinese from Tsinan was traveling in the coast district, and wishing his food a little more salty asked the innkeeper where he was eating for two or three coppers worth of salt to put in it. To his amazement the salt was brought to him in a bushel basket. When he left the inn the innkeeper tried to force him to carry it along, as he did not wish it left on the place. In the altercation which ensued, the salt was poured into the ditch. Such a scene will never happen again in Shantung, if Commissioner Pierson succeeds in enforcing the tax here. One story of the immunity of the people from the salt tax is told in the town records of old Tengchow, in which it is stated that a certain native of that district once rendered distinguished service to the emperor as a general. The emperor asking him to name his own reward, he asked that his people might have free salt to eat forever.


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## UKRAINIANS SLAVES UNDER TEUTON RULE

Men Between Ages Of 15 And 50 Compelled To Work For Their Military Masters

### REVOLTS CRUELLY CRUSHED

Eichhorn Murdered In Revenge  
For Savage Treatment Of  
Railroad Strikers

Stockholm, August 5.—With regard to the situation in the Ukraine a well-informed person gives me the following particulars:

Like the murder of Count Mirbach, it forms the natural consequences of the German policy in Russia and the Ukraine tending to complete the submission of these countries politically and economically. The Ukraine population, especially the peasantry, is placed literally in a position of slavery by the German and Austrian military authorities. There is the characteristic example of the Austrian military commander in Volhynia, who has published an order obliging all men between the ages of 15 and 50 to present themselves for compulsory work in the fields five days a week for eight to ten hours a day. Those who fail to appear are threatened with coercive measures, fines, and imprisonment.

Peasant revolts continue incessantly, but the great majority are of an elementary character and badly organized.

The German and Austrian troops crush them pitilessly, giving over entire districts to flames and death. Growing indignation reigns among all sections of the population, but the only workers who have shown a more or less organized movement are those who started the general railway strike, which still gains ground, contrary to the assurances of the Wolff Bureau.

This strike is not only of an economic character, but quite political in its objects. The railway workers demand the restoration of constitutional liberties, and of elections to a Constituent Assembly. They protest against punitive expeditions against peasants who have revolted and demand that export of food to the Central Empires shall be stopped, as it has provoked a food crisis.

The Skoropadski Government, at the insistent demands of Marshal von Eichhorn, allowed the German troops to take sanguinary reprisals against the railway workers. Perhaps the murder of Eichhorn was a direct reply to these reprisals. Though one may expect new acts of terrorism in Ukraine as well as in Russia, a general uprising against the German meets with difficulties and lacks organization.

## IDOLATORS IN KIANGSI FLOCKING TO TEMPLES

Annual Season Of Worship  
Opens With More Than Fifty  
Thousand Pilgrims

### China Press Correspondence

Nanchang, September 6.—The chief thought occupying the minds of the people of Kiangsi province this month is the pilgrimage to the Wan Shao Kung temples, especially to the most notable one which is located near the Western Hills twenty miles south-west of Nanchang. These temples are peculiar to Kiangsi. They have been in existence for a number of centuries and are purely Taoist.

Every year during the eighth lunar month thousands of pilgrims from every part of the province journey to the temple near the hills by boat, barrow or foot to burn incense and prostrate themselves in front of the hundred or more im-

ages. It is estimated that fifty thousand idolators were at the temple on the first day of the eighth month this year.

The chief idol represents one, Hsu Hsien Chen Chun who lived about 200 A.D. Hsu performed many miracles, the chief of which was the destruction of a dragon which threatened to inundate Kiangsi and turn it into the Eastern Sea. This miracle worker succeeded in chaining the serpent in a well which is to be seen today in front of the main temple. After this act Hsu was deified and made Universal Lord of Happiness by emperor Hsien Feng. His deed so gratified the people that they even at the present time carry wooden serpents on their pilgrimages to the temple.

Members of the Brethren Mission have for the past three years been conducting Christian work at and near the temple. Thousands of tracts and testaments have been sold and given away while much open air preaching has been done in an effort to uproot this superstitious practice.

## HONEST MAN

The Missouri negro named George Washington who was facetiously asked by the registration clerk if he was the man who cut the cherry tree, and who replied negatively that he had done no work for over a year, was more honest, personally and historically, than many of his contemporaries who pretend to virtue.

Seattle Post-Intelligencer.

## JUST A GERMAN TRICK

Maybe these German drives are just a cunning German trick to make the population of Germany at the food supply.—Nashville Southern Lumbermen.

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## FINANCIAL AND COMMERCIAL NEWS

## Chinese and Foreign Banking Announcements

## Exchange and Bullion

Shanghai, September 14, 1918.

Money and Bullion

Sovereigns: buying rate.

⑤ 1/2 = Tls. 2.93

⑤ exch. 72.4 = Mex. \$3.36

Gold Dollars: Bank buying rate.

⑤ 12 3/4 = Tls. \$2.99

⑤ 72.4 = Mex. \$112.07

Mex. Dollars Market Rate: 73.175

Shanghai Gold Bars: 978 touch Tls. 274

Copper Cash: per tael 1806

Native Interest: .16

Latest London Quotations

Bar Silver: Demand 491d.

Bank Rate of Discount: .5%

Ex. Paris on London: Fr. 26.10

Ex. N. Y. on London: T.T. \$4.70

Exchange Closing Quotations

London: T.T. 5/-

London: Demand 5/04

India: T.T. 333 1/2

Paris: T.T. 62 1/2

New York: Demand 119 1/2

Hongkong: Demand 119 1/2

Japan: T.T. 45

Batavia: T.T. 33 1/2

Singapore: T.T. 42 1/2

Banks Buying Rates

London: Demand 5/1

London: 4 m/s. Cda. 5/3

London: 4 m/s. Docy. 5/2 1/2

London: 6 m/s. Cda. 5/2 1/2

London: 6 m/s. Docy. 5/2 1/2

Paris: 4 m/s. 70 1/2

New York: o/d. Docy. 12 1/2

New York: 4 m/s. Docy. 12 1/2

Roubles Exchange

Today's Bank Buying Rate for

Roubles 1,400 = Tls. 100

Roubles 100 = Mex. \$9.75

QUOTATIONS FOR SEPTEMBER

Ex. Tls. 1.33 = 5/04

" 1 = 48 1/2 Francs 1.54

" 0.75 = 11 1/2 Gold \$1

" 1 = 45 Yen 2.48

" 1 = 15 Rupees 4.19

" 1 = Roubles

" 1 = 1.50 Mex. \$1.50

## Stock Exchange

Transactions

Shanghai, September 14, 1918.

TODAY'S QUOTATIONS

New Engineering Tls. 25.25

North China Insurance Tls. 127.50

Shanghai Cotton Tls. 158.00

Shanghai Docks Tls. 150.00

Shanghai and Hongkew Wharf

Tls. 127.50

Unofficial

S.M.C. 7% Debs. 1917 @ Tls. 97.00

Shanghai Mutual Telephone 6 1/2

Debs. 1909 @ Tls. \$4.00

Shanghai and Hongkew Wharf 6 1/2

Debs. 1913 Tls. 92.00

Shanghai Tugs (Ord.) Tls. 35.00

December

Shanghai Waterworks 6 1/2 Debs.

Tls. 88.00

Shanghai Cotton Tls. 159.50 Sept.

Shanghai Docks Tls. 160.00 Dec.

Hongkong and Shanghai Banks

\$525.00

Sharebrokers' Association

Transactions

Shanghai, September 14, 1918.

BUSINESS DONE

Yangtsepo Cottons @ Tls. 9.50

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San Francisco, International Bank-

ing Corporation.

Tokyo, Bank of Chosen.

Kobe, Bank of Chosen.

Osaka, Bank of Chosen.

Yokohama, Bank of Taiwan.

and also other principal cities in

foreign countries.

SHANGHAI BRANCH.

8441 Ningpo Road.

Every description of Banking and

Exchange business transacted. In-

terest allowed on Current Ac-

counts and Fixed Deposits both in

Tael and Dollars according to ar-

rangement.

Credits granted on approved

securities.

Y. R. Sun, Manager.

T. D. Zar, Sub-Manager

Tel. Central 2618 General Office.

Tel. Central 1939 Manager's Office.

Nederlandsche Handel

Maatschappij

(NEDERLAND TRADING SOCIETY.)

Established 1834.

Guildders 70,000,000 (about \$5,283,333)

Reserve Fund—Guildders 11,595,461 (about \$966,388)

Head Office: AMSTERDAM

Branches in Holland:

THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin Padang Soerakarta

Bandjonegoro Palembang Tebing-Tinggi

Beribon Pekalongan Tegal

Bengkulu Pontianak Telok-Betong

Bontolok Pontianak Telok-Betong

Hongkong Rangoon Weltevreden

Kuala-Radia Semarang

Kuala-Radia Semarang

Kuala-Radia Semarang

Kuala-Radia Semarang

Kuala-Radia Semarang

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Kuala-Radia Semarang

Kuala-Radia Semarang

Kuala-Radia Semarang

Kuala-Radia Semarang

Kuala-Radia Semarang

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter

1853.

Capital: £1,200,000

Reserve Fund: £2,000,000

Provision for Share-

holders: £1,300,000

Head Office:

15 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chair-

man.

Sir Duncan Carmichael,

T. Outherson, Esq.,

Sir Alfred Dent, K.C.M.G.,

W. H. Neville Goshen, Esq.,

The Rt. Hon. Lord George Hamilton,

G.C.B.I.

W. Foot Mitchell, Esq.,

Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London City &amp; Midland Bank

Limited.

The London County and Westminster

Bank, Limited.

The National Provincial Bank

Limited.

The National Bank of Scotland

Limited.

Agencies and Branches:

Amritsar Dholi Puket

Bangkok Ipoh Rangoon

Batavia Karachi Saigon

Bombay Klang Seremban

Calcutta Kuala-Lumpur Shanghai

Canton Kobe Sourabaya

Colon Malacca Taiping

Delhi Madras (F. M. S.)

Foonchow Medan Tavoy (Lower

Burma)

Hankow Peking Tientsin

Hongkong Penang Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above

agencies and branches and also on

the principal Commercial Cities

throughout the world. Bills of

Exchange bought, Travelling Letters

of Credit issued and every description

of Banking and Exchange business

transacted.

Interest allowed on Current De-

posit Accounts, according to ar-

rangement.

Fixed Deposits are received for

twelve months and shorter periods

at rates to be ascertained on ap-

plication.

A. I. D. STEWART,

Manager.

BANQUE DE L'INDO-CHINE

Capital (fully-paid) ... 55,000,000

Reserve Fund ... 26,960,000

Reserves ... 50,000,000

Kgp. Tls.

Capital Contributed by

the Chinese Government: 3,500,000

Reserve Fund ... 1,750,000

Kgp. Tls.

Succursales et Agences:

Hankow Hanoi Saigon

Jatimbang Hongkong Shanghai

Kanton Mengtze Singapore

Djibouti Noumea Tientsin

Dondobery Peking Tourane

Haiphong Papeete

Hankow Pnom-Penh

Bankers:

a France: Comptoir National d'Es-

compte de Paris; Credit Lyonn-

nais; Banque de Paris et des

Pays-Bas; Credit Industriel et

Commercial; Societe Generale.

a London: The Union of London

and Smith's Bank, Ltd.; Com-

ptoir National d'Escompte de

Paris; Credit Lyonnais.

This Shanghai Agency undertakes

all banking operations and exchange

business, grants credits on goods

and approved securities and receives

deposits on current and fixed deposits

according to arrangement.

L. ARDAIN,

Manager.

Banque Industrielle

de Chine

Capital: ... France 45,000,000

one-third of the Capital, i. e., Frs.

15,000,000, subscribed by

THE GOVERNMENT OF THE

CHINESE REPUBLIC

Statutes approved by the Govern-

ment of the Chinese Republic on

January 11, 1913.

President, Andre Berthelot.

General Manager, A. J. Pernotta.

HEAD OFFICE:

74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shang-

hai, Hongkong, Saigon, Hal-

phong and Yunnanfu

BANKERS:

a France: Societe Generale pour

favoriser le developpement du

Commerce et de l'Industrie en

France.

a London: London County West-

minster and Parr's Bank Ltd.

London City &amp; Midland Bank Ltd.

a New York: Redmond &amp; Co.

a Italy: Banca Commerciale Italiana

Credito Italiano

Tael, Dollars, Gold Accounts

Interest allowed on Current Ac-

counts in Gold or Local Currency and

fixed deposits on application.

Every description of Banking and

Exchange business transacted.

Savings accounts in Gold and Local

Currency

G. LION,

Manager.

French Bund, Shanghai

## Hongkong &amp; Shanghai Banking Corporation

Paid-up Capital: \$15,000,000

Reserve Funds:—

Sterling £1,500,000 @ 2s. \$15,000,000

Silver: 19,500,000

\$34,500,000

Reserve Liability of Pro-

prietors: \$15,000,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. P. H. Holyoak, Chairman

G. T. M. Edkins, Esq., Deputy

Chairman.

S. H. Dodwell, Esq.,

C. S. Gubbay, Esq.,

Hon. Mr. D. Landale,

E. V. D. Parr, Esq.,

W. L. Pattenden, Esq.,

T. A. Plummer, Esq.,

Hon. Mr. R. Sherrin.

Chief Manager:

Hongkong—N. J. STARR.

Branches and Agencies:

Amoy Ipoh Peking

Bangkok Johore Penang

Batavia Kobe Rangoon

Bombay Kuala-Lumpur Saigon

Calcutta London S. Francisco

Canton



## Passengers Arrived

Per C.N. ss. Sinkiang from Hongkong; Mr. A. Buchanan.  
Per L.C. ss. Kutwo from Kluang: Miss J. Adam, Rev. J. Pich, Messrs. C. L. Boyton and child, chapeaux and O. A. Christensen.

## Shipping Items

The C.N. ss. Sinkiang left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.  
The C.N. ss. Suiyang left Hongkong for Shanghai on Thursday.  
The C.N. ss. Tatung left Hankow for Shanghai on Thursday.  
The L.C. ss. Tuckwo left Hankow for Shanghai on Thursday.  
The N.K.K. ss. Fengyang Maru

left Hankow for Shanghai on Thursday.  
The H.O. ss. Changon left Hankow for Shanghai on Thursday.  
The C.M. ss. Hanchi left Fochow for Shanghai on Thursday.  
The C.M. ss. Kiangyung left Hankow for Shanghai on Friday.  
The C.N. ss. Wuchang left Hankow for Shanghai on Friday.  
The N.K.K. ss. Suiyang Maru left Hankow for Shanghai on Friday.  
The L.C. ss. Loksang left Swatow for Shanghai on Friday.  
The C.M. ss. Kiangwah left Hankow for Shanghai yesterday.  
The N.K.K. ss. Yohyang Maru left Hankow for Shanghai yesterday.  
The C.M. ss. Wingsang will leave Hongkong for Fochow and Shanghai today.  
The C.N. ss. Shunien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.  
The C.N. ss. Kalfong will leave Hongkong for Shanghai today.  
The C.N. ss. Tungting will leave Hankow for Shanghai today.

The C.N. ss. Yuenyi will leave Hankow for Shanghai tomorrow.  
The L.C. ss. Loongwo will leave Hankow for Shanghai tomorrow.  
The N.K.K. ss. Suiyang Maru will leave Hankow for Shanghai tomorrow.

## Amusements

## ST. GEORGE'S CINEMA

BUBBLING WELL

September 15th.

See charming little

## GLADYS HULETTE

in the delightful Patis Gold Rooster play.

## "OVER THE HILL"

Five Parts.

Also

Scenic and Comic Films

Commencing at 9.15 p.m.

## SHOW NG

at the

## Olympic Theatre

On September 15th and 16th

Two Nights Only

## Vivian Martin

in the Five Part Paramount Feature

## "THE RIGHT DIRECTION"

Showing Also

New Paramount Pictograph

"Two Hearts That Beat as Ten"

Comedy

"His Ivory Dome"

Comedy

Matinee at 3.15

Showing

"THE CHRISTIAN"

## AMUSEMENTS

## VERDUN GARDEN

474 Avenue Joffre 474

## OPEN AIR CINEMA

TONIGHT TONIGHT

Showing Our Exclusive

Feature in Four Parts

"REVENGE AND AFTER"

Great Military Story

Featuring the Italian Aristocrat

RITA SACCHETTO

and produced by

THE NORDISK FILM CO., LTD. of DENMARK

Don't Fail to See Tonight

The Screaming Triangle Comedy in Two Parts

"CROOKED TO THE END"

Other Pictures:

"DIPLOMATIC HENRY"

Amusing Comedy

"BERNINA RAILWAY"

Fine Views.

## Victoria Theatre

## PROGRAMME

FOR TONIGHT

September 15th

and

Matinee Today

Presenting

PAULINE FREDERICK

as

ROMONA, THE SLAVE

in

"The Slave Market"

## AMUSEMENTS

## APOLLO THEATRE

## TONIGHT

BESSIE LOVE

"A SISTER OF SIX"

"A SISTER OF SIX"

Bessie Love is a great favorite with all lovers of the Cinema, and in this picture you see her at very best.

IT IS ANOTHER GREAT TRIANGLE

FINE ART PHOTO-PLAY

PARTHE'S AMERICAN GAZETTE

Mack Sennett's Band of Comedians

in

"THE GREAT VACUUM ROBBERY"

"THE GREAT VACUUM ROBBERY"

This happy band has many funny pictures but these two spasms are about the best efforts we have seen.

Come and see it.

Matinee, Sunday 3 p.m.

"THE COLLEGE WIDOW"

Time and Price as Usual.

Booking at Robinsons

## THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 15, 1918

Date and Destination	Per	Out.	Br.	USA	Rus.	Jap.	Rate
<b>Today</b>							
Singapore	Train & Str.	8.00	..	..	..	0.30	9.00
Swatow	Fushimi maru	8.30	..	..	..	..	9.00
Japan, Canada, U.S. & Europe	Fushimi maru	11.00	..	..	..	..	10.30
Japan, Canada, U.S. & Europe	Colombia	..	..	..	..	..	..
Swatow	Train	..	..	..	..	..	..
Swatow	..	..	..	..	..	..	..
Swatow	..	..	..	..	..	..	..
<b>Tomorrow</b>							
Hongkong	Sinkiang	11.00	..	..	..	..	12.00
Hongkong and Canton	Train & Str.	11.00	..	..	..	..	12.00
Hankow	..	..	..	..	..	..	..
Wingao	..	..	..	..	..	..	..
Swatow and Tientsin	Hainan	..	..	..	..	..	..
Singao and Wenchow	Kwangchi	..	..	..	..	..	..
Fochow	Hainan	..	..	..	..	..	..
Hongkong and Canton	Taihan	..	..	..	..	..	..
Japan ports	Tijmanok	..	..	..	..	..	..
<b>Tuesday, Sept. 17.</b>							
Swatow	Shenking	14.00	..	..	..	..	15.00
Swatow and Canton	..	..	..	..	..	..	..
Hongkong	..	..	..	..	..	..	..
Swatow	Train & Str.	11.00	..	..	..	..	12.00
Swatow and Canton	Sakaki maru	11.00	..	..	..	..	12.00
Japan ports	..	..	..	..	..	..	..
<b>Wednesday, Sept. 18.</b>							
Swatow	Koonshing	9.00	..	..	..	..	9.30
Swatow	Tamsui	12.00	..	..	..	..	12.30
Nagasaki	Tatagami m.	..	..	..	..	..	..
<b>Friday, Sept. 20.</b>							
Amoy and Hongkong	..	10.00	..	..	..	..	..
Nagasaki and Vladivostok	..	5.00	..	..	..	..	..

Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. money orders noon.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 9.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. the Russian Post Office.

## THE OLYMPIC THEATRE

— PRESENTS —

On September 20th, 21st, 22nd and 23rd, and at the Matinee on Sunday, 22nd, at 3.15 p.m.

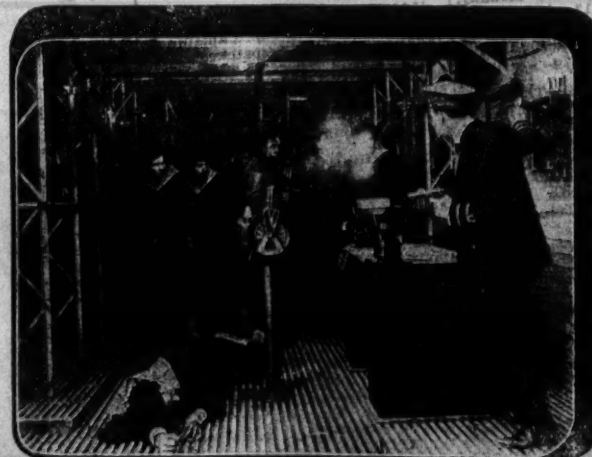
THOS. H. INCE'S NEWEST AND GREATEST SPECTACLE

## "THE ZEPPELIN'S LAST RAID"



A POWERFUL DRAMA BY C GARDNER SULLIVAN, CONTAINING AN OVERWHELMING PROCESSION OF SMASHING EPISODES INCLUDING:

The Zeppelin in action: The inner workings of the mighty air monster: The bombing and burning of towns and villages: Mutiny in the gondolas of a dirigible: A huge terror-of-the-skies destroyed by fire in mid-air: Multitude of people sounding the battle cry of freedom.



SPECIAL MUSIC

PRICES, \$2.00, \$1.50 \$1.00

BOOKING AT MESSRS. MOUTRIE'S



## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sept. 14	—	Vancouver	Key West	Br. C.P.R.	Br. C.P.R.
Sept. 15	—	Seattle etc.	Fushimi Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 16	—	Vancouver	Key West	Br. C.P.R.	Br. C.P.R.
Sept. 17	—	Tacoma & Seattle	Arabia Maru	Jap. O.S.K.	Jap. O.S.K.
Sept. 18	—	Seattle, etc.	Kashima Maru	Jap. N.Y.K.	Jap. N.Y.K.
Oct. 10	—	Vancouver	Monteagle	Br. C.P.R.	Br. C.P.R.
Oct. 11	—	San Francisco	Shinyo Maru	Jap. T.K.K.	Jap. T.K.K.
Oct. 12	—	San Francisco	Venezuela	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Oct. 14	—	Tacoma and Seattle	Columbia	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.

## FOR JAPAN PORTS

Sept. 19	—	Moji, Kobe and Osaka	Omi Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 20	—	Nagasaki, Kobe & Yama	Yamashiro Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 21	—	Nagasaki, Kobe & Yama	Takosima Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 22	—	Nagasaki, Kobe & Yama	Tategami Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 23	—	Nagasaki, Kobe & Yama	Simbirek	Roa. R.V.F.	Roa. R.V.F.
Sept. 24	—	Kobe	Kisano Maru	Jap. N.Y.K.	Jap. N.Y.K.
Oct. 1	—	Moji, Kobe & Osaka	Omi Maru	Jap. N.Y.K.	Jap. N.Y.K.
Oct. 12	—	Moji, Kobe & Osaka	Takosima Maru	Jap. N.Y.K.	Jap. N.Y.K.

## FOR EUROPE, INDIA, STRAITS, ETC.

—	London, etc.	Inaba Maru	Jap. N.Y.K.	Jap. N.Y.K.
—	London, etc.	Iyo Maru	Jap. N.Y.K.	Jap. N.Y.K.

## FOR SOUTHERN PORTS

Sept. 16	M.N.	Wenchow and Ningpo	Kwangchi	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 17	D.L.	Swatow & Hongkong	Xingchow	Br. B. & S.	Br. B. & S.
Sept. 18	4.00	Ningpo	Han Ningchow	Chl. N.S.N. Co.	Chl. N.S.N. Co.
Sept. 17	4.30	Ningpo	Chingchow	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 17	9.00	Hongkong and Canton	Sinkiang	Br. B. & S.	Br. B. & S.
Sept. 17	—	Foochow	Hainchi	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 17	—	Hongkong	Taiwan	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 18	1.00	Swatow	Koboku Maru	Jap. O.S.K.	Jap. O.S.K.
Sept. 19	—	Foochow, K'lung, Takao	Singao	Br. B. & S.	Br. B. & S.
Sept. 20	11.00	Amoy, K'lung and C'lon	Singao	Br. B. & S.	Br. B. & S.
Sept. 21	—	Hongkong and Canton	Singao	Br. B. & S.	Br. B. & S.
Sept. 21	—	Hongkong and Canton	Singao	Br. B. & S.	Br. B. & S.
Sept. 22	D.L.	Swatow and Hongkong	Singao	Br. B. & S.	Br. B. & S.
Sept. 23	—	Hongkong	Singao	Br. B. & S.	Br. B. & S.

## FOR NORTHERN PORTS

Sept. 17	1.00	Dalry	Sakaki Maru	Jap. S.M.R.	Jap. S.M.R.
Sept. 17	—	W'wai, Chedao, Antung	Shinkang	Br. B. & S.	Br. B. & S.
Sept. 17	—	Chedao and Tientsin	Hanming	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 17	—	Newchwang	Feiching	Am. C.M.S.S. Co.	Am. C.M.S.S. Co.
Sept. 18	11.00	Newchwang	Wenchow	Br. B. & S.	Br. B. & S.
Sept. 20	4.00	Vladivostok	Simbirek	Roa. R.V.F.	Roa. R.V.F.
Sept. 20	—	Tsai, Tien and Dalry	Keelung Maru	Jap. O.S.K.	Jap. O.S.K.

## FOR RIVER PORTS

Sept. 15	M.N.	Hankow, etc.	Hwalia	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 16	M.N.	Hankow, etc.	Taipei Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 16	M.N.	Hankow, etc.	Kutwo	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 17	M.N.	Hankow, etc.	Kutwo	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 17	M.N.	Hankow, etc.	Suiyang Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 17	M.N.	Hankow, etc.	Taipei	Chl. C.M.S.N. Co.	Chl. C.M.S.N. Co.
Sept. 18	M.N.	Hankow, etc.	Fengyang Maru	Jap. N.Y.K.	Jap. N.Y.K.
Sept. 18	M.N.	Hankow, etc.	Wuchang	Br. B. & S.	Br. B. & S.
Sept. 18	M.N.	Hankow, etc.	Tungting	Br. B. & S.	Br. B. & S.
Sept. 20	M.N.	Hankow, etc.	Luanyang	Br. B. & S.	Br. B. & S.
Sept. 21	M.N.	Hankow, etc.	Poyang	Br. B. & S.	Br. B. & S.

\*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

## Arrivals

Arrived	From	Ship's Name	Flag	Agents
Sept. 14	—	Ningpo	Kiangtse	Chl. C.M.S.N. Co.
Sept. 14	—	Hongkong	Sinkiang	Br. B. & S.
Sept. 14	—	Hongkong	Glengyle	Chl. C.M.S.N. Co.
Sept. 14	—	Hankow	Kutwo	Chl. C.M.S.N. Co.
Sept. 14	—	Hankow	Kutwo	Chl. C.M.S.N. Co.
Sept. 14	—	Hankow	Kutwo	Chl. C.M.S.N. Co.
Sept. 14	—	Hankow	Taipei Maru	Jap. N.Y.K.

## Departures

Date	For	Ship's Name	Flag	Agents
Sept. 14	—	Tacoma and Seattle	Manila Maru	Jap. O.S.K.
Sept. 14	1.00	W'wai, Chedao & T'ien	Shinkang	Br. B. & S.
Sept. 14	M.N.	Hankow, etc.	Nanyang Maru	Br. B. & S.
Sept. 14	M.N.	Hankow, etc.	Nanyang Maru	Br. B. & S.
Sept. 14	—	Ningpo	Kiangtse	Chl. C.M.S.N. Co.

## Men-of-War in Port

Section	Date	From	Name	Rating	Tonnage	Gun	Man	Commander
W.T.W.	Oct. 17	—	Nightingale	Br. g-b	—	—	—	—
T.P.	—	—	Kinsale	Br. g-b	—	—	—	—
T.C.	—	—	Quire	Am. g-b	—	—	—	—
W.T.W.	—	—	Samar	Am. g-b	—	—	—	—
PAONI	—	—	Salpe	Br. g-b	—	—	—	—
W'uang	Sept. 10	Cruise	Widgdon	Br. g-b	—	—	—	—
—	—	—	Boe	Br. g-b	—	—	—	—

## Vessels Loading

## For River Ports

HANKOW and PORTS.—The Str. Shingchi, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Str. Shingchi, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Str. Shingchi, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

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HANKOW and PORTS.—The Str. Shingchi, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Str. Shingchi, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnahan, will leave from the French Bund on Saturday, September 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

## For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Kingchow, Captain R. J. Cain, will leave from the French Bund on Sunday, Sept. 16, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, September 16, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW via NINGPO.—The Str. Kwangchi, Captain J. H. Davis, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hainchi, Captain E. Jensen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The Str. Tai-shan, Capt. C. Westerlund, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain H. A. Wavell, will leave from the French Bund direct for the above ports on Tuesday, Sept. 17, at 9 a.m. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Steamer Tamsui, Captain J. S. DeWolf, will leave on Wednesday, September 18, at 1 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The Str. Koboku Maru, Captain S. Ohba, will be despatched from the Co.'s Yangtsepo Wharf on Thursday, Sept. 19, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 11 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Central Tel. No. 4234 and 4235.

AMOI, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Singan, Captain W. McDonald, will leave on Friday, September 20, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

AMOI, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Singan, Captain W. McDonald, will leave on Friday, September 20, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Poyang, Captain Carnahan, will leave from the French Bund on Saturday, September 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Poyang, Captain Carnahan, will leave from the French Bund on Saturday, September 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

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# C. N. C.

## CHINA NAVIGATION CO., LTD.

### YANGTSE RIVER & CHINA COAST PORTS.

#### FAST SCHEDULE SERVICES.

For CHEUNGKING, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Yungku, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hsuan Liao.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc. but have no accommodation for foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).—S.S. Tangchow, Fengden, Shuntien and Shengkiang.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG, and CANTON.—S.S. Suiyang, Sun-shing, Shingchi, Tangchow, Sagan and Kaitung.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For Ningpo.—S.S. Hsin Peking.—Sailing from the French Bund Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the "Admiral," or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Messrs. Asiatic Bank Buildings, 17 The Bund.

BUTTERFIELD & SWIRE, Agents 21-23 French Bund.

Freight: Telephone Central 77, Passage: Telephone Central 401.

# PACIFIC MAIL S.S. CO.

"SUNSHINE BELT" Trans-Pacific Service  
By the New, 14,000 Ton, Oil Burning Steamers  
"ECUADOR" "VENEZUELA" "COLOMBIA"

AMERICAN REGISTER  
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. VENEZUELA .... Oct. 13	S.S. VENEZUELA ... Sept. 21
S.S. ECUADOR ..... Oct. 19	S.S. ECUADOR ..... Oct. 19

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed state-rooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service  
By the Modern, Oil Burning Steamers  
"COLUSA" .... 16,000 tons "SANTA CRUZ" 15,000 tons

AMERICAN REGISTER  
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta	For San Francisco via Oahu and Honolulu
S.S. COLUSA ..... Oct. 10	S.S. SANTA CRUZ .. Sept. 25
S.S. SANTA CRUZ ... Nov. 27	S.S. COLUSA ..... Nov. 25

Safety and comfort of passengers our first consideration. For information re freight or passage apply to  
PACIFIC MAIL STEAMSHIP COMPANY  
1-B Nanking Road, Palace Hotel Building.  
Telephone Central 5455 Cable Address "Solano"

Telephone Central 5455 Cable Address "Solano"

# O. S. K.

## OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)  
Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI  
(Subject to Alteration)

EUROPEAN LINE  
For Marseilles  
For Genoa  
AMERICAN LINE  
Via Pacific, calling at Nagasaki, Kobe, Yokohama, Honolulu, Yokohama and Victoria or Vancouver, B. C.

For Tacoma and Seattle, Wash.  
"ARABIA MARU" (18,000 tons) Capt. S. Nagata, Sept. 25 Sept. 26  
"MANILA MARU" (18,000 tons) Capt. N. Kobayashi, Oct. 13 Oct. 14  
For Hongkong  
"CHICAGO MARU" (18,000 tons) Capt. T. Salto, Oct. 9 Oct. 10

CHINA COASTING LINE  
For Tientsin, Hsien and Dalry  
"KEELUNG MARU" (1,500 tons) Capt. S. Imai, Sept. 18 Sept. 20  
For Fochow, Keelung, (Formosa) and Takao  
"KOHOKU MARU" (2,610 tons) Capt. S. Ohba, Sept. 17 Sept. 19

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.

For freight, passage and further information, please apply to—  
M. SHIMAMURA, Manager.  
OSAKA SHOSEN KAISHA  
Union Building, 4 The Bund  
Tel. Central 4234 and 4235



## SHIPPING

## N. Y. K.

## NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government  
SAILINGS FROM SHANGHAI  
(Subject to Alteration)

## EUROPEAN LINE

For London or Liverpool via ports.  
(For Liverpool.)

	Tons
INABA MARU	12,500
IYO MARU	12,500

## AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KASHIMA MARU	19,000	Capt. T. Tozawa	Sept. 29
KAMORI MARU	19,000	Capt. I. Noma	Oct. 28

## SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KATEGAMI MARU	4,500	Capt. N. Tsuruhashi	Sept. 20
YAMASHIRO MARU	7,000	Capt. Y. Nakajima	Sept. 27
CHIKUGO MARU	5,000	Capt. M. Taniguchi	Oct. 1

## SHANGHAI, MOJI, KOBE AND OSAKA LINE

WAKESHIMA MARU	4,500	Capt. R. Arakida	Oct. 12
OMI MARU	7,000	Capt. M. Michida	Sept. 19
WAKESHIMA MARU	4,500	Capt. R. Arakida	Sept. 28
OMI MARU	7,000	Capt. M. Michida	Oct. 6

## FOR JAPAN

KITANO MARU	16,000	Capt. T. E. Cope	Sept. 20
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## Kobe to Seattle

KAMO MARU	16,000	Capt. R. Shimidzu	Oct. 18
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## FOR HONGKONG

KATORI MARU	19,000		Oct. 2
KASHIMA MARU	19,000	Capt. Y. Tozawa	Dec. 4

## FOR MANILA AND HONGKONG

SUWA MARU	21,000		Oct. 22
FUSHIMI MARU	21,000		Nov. 26

## AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia, (calling at Hongkong and Manila.)

WANGO MARU	14,000		Oct. 16
NIKKO MARU	10,000		Nov. 20
AKI MARU	12,500		

## CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

## BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to  
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.  
Tel. Address: Yusen, Shanghai.

## The Chinese Benevolent Association

271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket  
\$50,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd February, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 15th September, 1918.

One tenth of each ticket will be sold at \$0.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the North China Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets \$6.00.

## LIST OF PRIZES FOR WHOLE TICKETS

1 First Prize	\$50,000.
1 Second Prize	10,000.
1 Third Prize	5,000.
1 Fourth Prize	2,000.
2 Fifth Prize	1,000.
2 Sixth Prize	500.
10 Seventh Prize	100.
20 Eighth Prize	50.
50 Ninth Prize	40.
800 Tenth Prize	20.
Each approximate to the First Prize	300.
Each approximate to the Second Prize	150.
Each approximate to the Third Prize	100.
Each approximate to the Fourth Prize	50.
499 For numbers having the two terminal figures similar to those of first Prize	18.
499 For numbers having the two terminal figures similar to those of Second Prize	15.
499 For numbers having the two terminal figures similar to those of Third Prize	12.
998 For numbers having the two terminal figures similar to those of Fourth Prize	10.
3394 drawn tickets	Total
	\$125,735.

All prizes won will be given at the office of the Bank of China, Shanghai Branch, No. 3 Hankow Road, Shanghai.

THE CHINESE BENEVOLENT ASSOCIATION.

19088

Large Display Advertisements  
intended for the Sunday issue of The China Press  
should be sent in before 5 p.m. on Friday

## BUSINESS AND OFFICIAL NOTICES

## CARPETS OF EXCELLENCE

At the Lowest Possible Prices.  
Come and See Us.

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tientsin carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Price according to quality and size from \$7.50 upwards or, by the square foot, at \$0.50 to \$1.40 per foot. For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom. PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanse Road corner. The No. 18.

187 PEKING ROAD.  
Beware of imitation Carpets—purported to be made from camel or sheep's wool—which are really manufactured from Hemp.  
A Camel wool carpet will wear for 15 years.  
A Hemp Carpet will wear for only 3 years.

## Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17287

## SPECIALIST

(can speak English well)

For

Venereal and Surgical diseases.  
Men and Women's diseases.  
Skin diseases and rheumatism.  
Injection of all kinds of vaccine serums, and 1914 (606).

Charges moderate.

(Japanese) Dr. K. WATANABE, A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road).

Tel. North 2279.

17846

## THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, etc.

## BIG STOCK

## FILET LACES

for

## WHOLESALE

T. Ichiki &amp; Co.

Phone North 2631.

Dealer in

Musical Instruments and Music.

Y. 26, North Szechuen Road.

THE VERITAS INSURANCE CO., LTD.  
OF BATAVIA

## FIRE AND MARINE INSURANCE

Policies issued at lowest current rates. Claims paid on the spot.

## THE KLAUBER TRADING CORPORATION

AGENTS

TEL. CENTRAL 2502. 8-B PEKING ROAD.

## HAND-MADE

## CARPETS AND RUGS

## THE SINO-BELGIAN CARPET, RUG AND LACE MANUFACTORY CO., LTD.

beg to inform the public that they are now prepared to make carpets of any dimensions.

## DESIGNS BOTH ORIENTAL AND FOREIGN

We use first class materials only

Supervision is entirely under foreign management. A visit from those interested would be greatly appreciated.

## THE SINO-BELGIAN CARPET, RUG

and

## LACE MANUFACTORY CO., LTD.

130 Avenue Dubail

(Near French Tramway Depot)

Lu Ka Wei, Shanghai

## "Kavkas Mercury &amp; Vostochnoe" Ltd.

## WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.

Established 1840.

HEAD OFFICE IN PETEROGRAD

FOREMOST Russian Steamship Company. Owners of ever 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risk covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager,  
Telephone No. 1478, 1 The Bund,

## NOTICE

BEGINNING September 16, 1918, the salesroom hours of the undersigned will be from 8 a.m. to 8:30 p.m., and Sundays as usual.

## SINGER SEWING MACHINE Co.

P. 474 Nanking Road

Tel. Central 2736

19331

## MUNICIPAL NOTIFICATION

No. 2542.

## PUBLIC SCHOOL FOR GIRLS.

THE Council is prepared to receive applications for the post of Assistant Mistress in the Public School for Girls. Pay from Tls. 135 to Tls. 165 per mensem according to qualifications.

Candidates should possess the ability to teach lower form work.

Applications should state age, nationality, qualifications, and experience in teaching, etc., and should be forwarded, together with copies of testimonials and certificates, to the undersigned forthwith.

By order,

E. S. B. ROWE,

Assistant Secretary.

Council Room,  
Shanghai, September 12, 1918.

19316

## CHEAP SALE!

Tientsin Carpets in all sizes and patterns

We invite inspection.

We execute orders for export.

## Kung I Cheng Carpet Manufacturers

G-5 Mohawk Road

19287

## DR. OKS, M.D.

Specialist for diseases and operations on the eyes, ears, throat and nose.

9-11 a.m. and 1-4 p.m.

3 Kiukiang Rd. Tel. C. 1801.

19251

## Shanghai Cricket Club

## CINEMATOGRAPH

## DANCING

## BAND

Wednesday, September 18th

in aid of

## THE BRITISH RED CROSS.

19219

## ASTOR GRILL

(Broadway, near Astor House)

## Musical Dinner

I ver

From 8 to 11 o'clock

Best cuisine and wines

Tel. North 1846

## Dr. James Yukiing

Men's Diseases only

Hours: 8 a.m. to 8 p.m.

Y. 282 North Szechuen Road

Special rates to men in uniform.

## AMERICAN

## APPLE CIDER

## APPLE CIDER

## APPLE CIDER

## SWEET

## PURE

## &amp;

## WHOLESALE

For Sale by All Clubs, Hotels and Stores,

Connell Bros. Company

Agents, Shanghai and Hongkong.

## SPACE FOR MARSEILLES

## "TAITO MARU"

sailing from Shanghai the beginning of October.

For particulars please apply to

THE NIPPON YUSEN KAISHA

Export Dept.

Telephone North 167.

19217

## American Express Co.

Head Office, New York

Offices at principal points in United States and Europe.

Travelers Cheques, Letters of Credit, Money Orders, Drafts and Telegraphic Transfers, on all parts of the world.

Banking business of all kind transacted. Bills of Exchange purchased. Commercial Letters of Credit issued. Interest allowed on Current Accounts and Fixed Deposits.

Special facilities for shipping and financial business with the United States.

## Shanghai Office

10 The Bund

## Shanghai American School

OPENING

Registration of new pupils will be conducted at the school, No. 147

N. Szechuen Road Extension, on the mornings of Sept. 13-14, from ten to eleven.

Classes begin on Monday, Sept. 16.

GUY C. STOCKTON,

Superintendent.

19311

## The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Szechow Road.

Telephone Central 3385.

## NOTICE

Beginning September 16, 1918, the office hours of the undersigned will be from 9 to 12 and 2 to 5 o'clock.

ARKELL &amp; DOUGLAS, INC.

19318

## HONMA HOSPITAL,

No. 34 Miller Road. Tel. North 2961

## Dr. T. YAMADA,

(former Assistant at the Imperial University at Tokio and Fukuoka.)

Internal Medicine, Children's Diseases.

## Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases, Confinement, Surgery, Skin Diseases, Venereal Diseases.

## Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiplies and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE  
Continental Import & Export Company  
8 MUSEUM ROAD.

18867

## DRINK

## Sparklis Pure Aerated Water

Order books upon application to

## The Eastern Syndicate

General Managers

128a Szechuen Road

Phone 3255

18947

## WEI-HAI-WEI

FOR SALE. Lease of land with the buildings thereon, now known as the Officers' Mess of the Coolie Depot. Large Dining Room, Kitchen, Servants' quarters, eight small bedrooms and four large bedrooms in Annex all with Bathrooms. Verandah whole length. Faces south over best view in Harbor. Excellent bathing Beach. Suitable for small Summer Hotel, Private Family or Syndicate. Optional lease to November, 1927, providing for demolition or sale of buildings by lessee. Ground Rent \$18.00 per annum.

Tenders will be received by War office Representative, 1 Woosung Road, Tsingtao.

19279

Peking Union Medical College  
Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination. Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919. The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School,  
Peking Union Medical College,  
Peking, China.

17597



# Business and Official Notices

## Special Notice To Mariners

No. 517.

Marine Department Chart No. 3

Plover Point to Kiushan Point.

Langshan Crossing.

Correction Plan.

A Correction Plan for Marine Department Chart No. 3, Plover Point to Kiushan Point, showing recent soundings on the Langshan Crossing, is now procurable free on application.

T. J. ELDRIDGE,  
Acting Coast Inspector.  
Coast Inspector's Office,  
Shanghai, 14th September, 1918.

## The China Import and Export Lumber Co., Ltd.

In accordance with Notices posted on the 5th August, 1918, the balance of 1,000 Shares of the unissued shares of the Company are offered at par to Shareholders there entitled in the ratio of one New Share for every four old shares held.

The New Shares will rank for dividend pari passu with existing shares.

Payment in full at the rate of Tls. 100 for each new share applied for must be made to the Head Office of the Company at Shanghai on or before 30th September, 1918.

Any share(s) of this issue declined or not applied for by Shareholders will be disposed of to such person or persons and upon such terms as the Directors may determine.

The Transfer Books of the Company will be closed from 1st to 7th October, 1918, both days inclusive.

By Order of the Board of Directors  
C. L. SEITZ,  
General Agent and Manager.

1918

TO LET, shortly, newly constructed modern shops and/or showrooms, also small godowns on ground floor, a block only from the Bund. Rent moderate. Apply to BEN BUILDING, 25 Avenue Edouard VII. Phone Central 1930.

1918

## Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on Thursday, the 19th September, on account of Chinese Mid-Autumn Festival.

1918

## BUTTER! BUTTER!! BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND

and

"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made tins.

Tinned Butter in 2 lb. (nom) tins  
Finest Australian

"BULLFINCH" BRAND

and

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 246.

5 Peking Road.

## With the Commencement

of the

RACING SEASON

All Patrons of the Local Turf

should invest in a copy of

**THE RACING RECORD**

(Form at a Glance)

compiled and published by

A. W. OLSEN,

Secretary, Shanghai Race Club

Subscription for 1918, including Parts I and II and supplementary issues during 1918

\$10

Single Copy, Part I: Vol. I \$7.50

To be obtained from

Messrs. Kelly and Walsh, Ltd.,

The Bund.

or

MR. A. W. OLSEN,

c/o Shanghai Race Club.

1918

TO LET: from 1st October, unfurnished light, airy flat in this building, comprising, large dining-drawing room with built-in side-board and with pantry and store-room attached, private hall, bedroom with clothes closet, and modern bathroom with complete enameled sanitary fittings. Rent moderate, including electric fittings with current supplied. Piping for geyser installed. Kitchen fitted with enameled sink and piped for gas cooker. Apply to Ben Building, 25 Avenue Edouard VII. Phone Central 1930.

1918

## CHINA EXPRESS COMPANY

Have you anything to send to any part of China? Nothing is too small and nothing is too big for us to handle.

We issue through Bills of Lading to any part, along the following Railways:—  
Shanghai-Nanking; Shanghai-Hangchow-Ningpo;  
Tientsin-Pukow; Lunghai Railway and Peking.

Exclusive Express service by the S. N. R., S. H. N. R.  
We are the official Agents of the American Express Co., Shanghai.  
Head Office, 297-311 Boundary Road, Shanghai, (Opposite the Railway Station). Telephone North 3180.

THE CHINA EXPRESS CO. is the only transportation company specializing in Railway Transportation. Thus you may rely on us for service.

## SCIENTIFIC EYE TESTING

Refraction and Manufacturing  
**TORIC LENSES**  
Accurate lens grinding. Sun, Glasses and Goggles.

**THE NATIONAL OPTICAL CO.**  
69 Nanking Rd.—Tel. Cent. 1242  
(Two doors above Honan Rd.)

Stylish!  
Comfortable!

## OFFICES, ETC., TO LET

OFFICES to let, 6 Foochow Road, ground floor, 4 very large rooms with godowns, hardwood floors, steam heat, suit large firm. Rent Tals 250. Apply premises or J. T. Hammond, 38 Nanking Road.

1918

## EDUCATIONAL

LESSON in abacus, Mandarin, or Shanghai dialect given by experienced teacher. Advertiser also teaches foreigners English. Address Ka, 125 Cunningham Road.

1918

INSTRUCTION in piano; A well-qualified instructor in piano, also courses in theory, who has just arrived from the United States, will receive a few pupils, European or Chinese. Address 36 Carter Road 'Phone West 275.

1918

EXPERIENCED lady teacher (diploma of University) wishes to give lessons in Russian. Also in mathematics, physics and French. Apply to Box 281, THE CHINA PRESS.

1918

Business and Official Notices are Continued on Page 19

## BILL SMITH

It may be that there are products superior to Elephant Head French Peppermint, but they are not to be procured on this market.

ASK BILL!

## Yut Sae Chang & Co.

Wholesale Hardware Merchants,  
Building Contractors  
Engineers' Supplies.

A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and Green Wire Cloth.

Stove Polish, Door Springs and Vacuum Bottles.

17997

## TURKISH BATH

and

MASSAGE ESTABLISHMENT

Specialty for rheumatism and nervousness; fat people reduced. 15 years' experience in U.S.A. Patients attended at their residences by arrangement.

Prof. I. K. SETO,

Tel. N. 2768, 25 North Szechuen Road.

## WANTED: Black and White Thread

Nos 10, 20, 30, 40, 50 and

60 J. & P. Coats (Russian Factories) "Bear"

Brand, 200 yard bobbins preferred. Otherwise

please state particulars of makers, packing,

etc. Communications to Box No. 402, THE

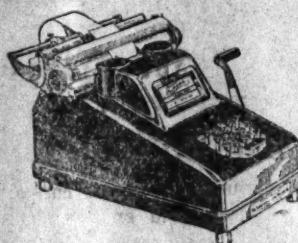
CHINA PRESS.

## Mr. TAIPAN

YOU CAN GET 200 %

more work done when you use mechanical aid and, in these times when good help is scarce, you should give your office force all the mechanical aid possible, especially when you know that aid to be absolutely correct and more efficient than the best man in your office. Let us demonstrate to you our figuring aids. We have machines for all purposes and will gladly put one in your office on trial.

Let us prove our statement before you buy.



Telephone Central 4778 THE OFFICE APPLIANCE CO. Telephone Central 4778

4 Canton Road, Shanghai

All Storage Batteries look very much alike, but from the standpoint of efficiency, long life and faithful service, the

**Prest-O-Lite Battery**  
has a character all its own  
Service Station And Sole Agents for China  
**The Shanghai Horse Bazaar & Motor Co., Ltd.**

## MASON & CO. CONFECTIONERS

No. 40-BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

## APARTMENTS WANTED

WANTED by young man, room with board, in private family. No boarding house need apply. Address to Box 403, THE CHINA PRESS.

1918

AN American lady desires a flat of two or three furnished rooms, with private bath and kitchen, in Western section of city. Reply to Box 399, THE CHINA PRESS.

1918

WANTED, by bachelor, comfortable chambers in good district, with board. Particulars and terms to Box 397, THE CHINA PRESS.

1918

SMALL, 2-room flat with bath wanted, preferably Central district. Reply to Box 392, THE CHINA PRESS.

1918

WANTED: A well-furnished room with bath attached, centrally located, board and servants included. Private family preferred. Occupancy September 16. Apply to Box 385, THE CHINA PRESS.

1918

## SITUATIONS WANTED

POSITION in office wanted by an expert and experienced lady stenographer. Excellent references. Salary required, Tals 200. Apply to Box 400, THE CHINA PRESS.

1918

YOUNG MAN (aged 21), some experience in shipping and office routine, desires position in import and export firm. Either locally or in outport. Apply to Box 376, THE CHINA PRESS.

1918

## HOUSES WANTED

WANTED: Good home for school-boy. Terms moderate. Apply to Box 387, THE CHINA PRESS.

1918

## FINANCIAL

WANTED to remit to Chungking, Szechuen, 50,000 Dollars or Tals. Cash in Shanghai. Reply, with particulars, to Box 378, THE CHINA PRESS.

1918

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

## APARTMENTS

### WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms front and back (with bathrooms and verandah), to let. Good table.

Telephone North 432.

### CONNAUGHT HOUSE

8 Quinsan Gardens

TO LET with Board large and small comfortable rooms with bath-rooms attached. Accommodation for table boarders. Apply Mrs. G. Pollock.

1918

WANTED, married couple or two bachelors for communicating comfortable rooms, charming locality. Tennis court, excellent table. Free now. \$90, all inclusive. Apply to Box 398, THE CHINA PRESS.

1918

TO LET: Near Bund, a good double bedroom, bathroom attached. Excellent board and attendance. Also one cosy and well-furnished single bedroom with private bath. Lift and phone. Terms moderate. Immediate occupation. Apply to Box 373, THE CHINA PRESS.

1918

TO LET, well-furnished room on 1st floor, 1st October, with bathroom and balcony. British. Moderate terms, 12a Quinsan Gardens.

1918

TO LET, with board, in Carter Road, one large comfortably furnished bathroom and verandah attached. Terms \$100 for one person and \$160 for married couple. Apply to Box No. 383, THE CHINA PRESS.

1918

COMFORTABLY furnished rooms with good board to let at Narcissus Bay, Weihaiwei. House next to mainland, golf links; sulphur baths can also be obtained. Apply Mrs. Niven, Weihaiwei.

1918

## DANCING

Modern Dancing: Miss MOL-LIE WILLOUGHBY, London and New York, Latest One-Step, Fox-Trot, Waltz, Maxixe, Tangos, etc. Individual instruction. By appointment, letter or phone.

Astor House Hotel.

1918

## HOUSES TO LET

TO LET, 6 Foochow Road, very high-class rooms, unfurnished, single or in suites for residence or offices. Steam heat, hot water, modern baths, hardwood floors. First and second floors. Apply premises.

1918

HOUSE TO Let, 32 Markham Road, 6 rooms, newly repaired, near Carter and Sinza Trams. Garage if required. Apply 24 Rue Chapais.

1918

TO LET: 491 Avenue Joffre, excellent 10-roomed residence, modern bath, tennis, garage. Open for inspection. Rent Tls. 150. For further particulars apply to J. T. Hammond, 38 Nanking Road.

1918

TO LET: Immediately, for seven months, nicely furnished, six-roomed house with large garden, close to tramway station. Northern district. Moderate rent. Apply to Box 386, THE CHINA PRESS.

1918

TO LET, partly furnished, five room, modern house, two bathrooms, flush toilets. Fully screened. French concession. From October 1st. Tls. 115 monthly. Apply to Box 384, THE CHINA PRESS.

1918

TO LET: No. 6 Wayside Road corner residence of five good rooms near Wayside trams. Rent Tls. 60. Apply premises for inspection; further particulars J. T. Hammond No. 38 Nanking Road.

1918

WANTED, by American firm, Portuguese or Eurasian of good appearance, for accounting work. Should be good penman. References required. Apply to Box 401, THE CHINA PRESS.

1918

WANTED, well-educated foreign youth, for distant outport, as general office assistant; three years' agreement. Reply, with references and photo, stating salary, to Box 379, THE CHINA PRESS.

1918

WANTED: A foreign nurse to take charge of two little girls (age 4 and 2 years) in Peking. Write and send references to Madame Saint Pierre, Banque de L'Indo-Chine, Peking.

1918

FOR SALE: Theodolite complete \$150; Sextant (Kew tested) \$100. All in perfect condition. Apply to Box 395, THE CHINA PRESS.

1918

TO houseboat owners or others. For sale, 5-octave, Yacht Piano, built by Moutrie & Co. 3 years old. Unpolished teak case, and in perfect condition. Owner leaving Shanghai. Price, Tls. 200. Apply to Box 396, THE CHINA PRESS.

1918

BARGAIN SALE: Twin-cylinder motor-cycle with side-car. Excellent condition. Price Tls. 250. Reply to Box 394, THE CHINA PRESS.

1918

FOR SALE: New "Uni-Letric" Electric Plant, compact unit 45 inches high, occupying floor space 24 x 25 inches. Capacity 750 watts (4 K W), 100 volts direct current. Price Tls. 400. Apply to Box 391, THE CHINA PRESS.

1918

FOR SALE, one Corona typewriter, used one month. Also L. C. Smith Ball-Bearing visible typewriter. Apply to Box 390, THE CHINA PRESS.

1918

FOR SALE: One second-hand Lancashire Boiler, 6' x 19', in excellent working order. Working pressure 100 lbs. Apply The China Import and Export Lumber Co., Ltd., 6, Kiukiang Road.

1918

FOR SALE: 1917 Maxwell 5-passenger car, in excellent condition. Terms to suit buyer. Apply to Box 393, THE CHINA PRESS.

1918

FOR SALE: Rickshaw, complete with new wire wheels and pneumatic tyres. Spare wheels, with heavy solid rubber tyres. \$50. Reply to Box 389, THE CHINA PRESS.

1918

WANTED to purchase, small steam launch, shallow draught, m/m speed 12 knots. Reply to Box 380, THE CHINA PRESS.

1918

CODES: Concern offers two duplicate sets for sale Bentley's and A.B.C., 5th Imp., as new. Apply to Box 381, THE CHINA PRESS.

1918

FOR SALE: One steel coasting steamer, 350 tons deadweight capacity. Full particulars, apply Box 887, "Morning Post" Office, Hongkong.

1918

FOR SALE: First-class road-house, excellent clientele, terms to purchaser. A splendid opportunity to the right party. Present owner leaving Shanghai. Apply to Box 293, THE CHINA PRESS.

1918

SAFETY Razor Blades Sharpended. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

1918

BUICK motor-car for sale. Five-seater, 4-cylinder, 1918 model, used three months. Reasonable price. Address to Box 371, THE CHINA PRESS.

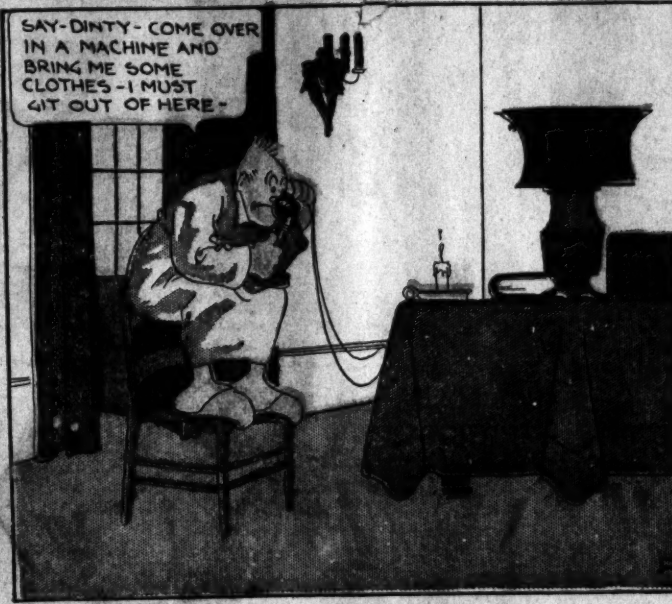
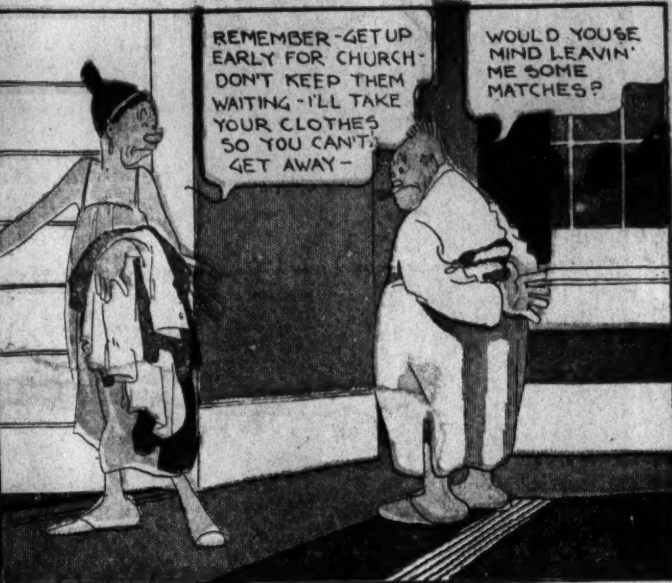
1918

Amusement Advertising will be found on Page 17

1918



## Bringing Up Father





# Character Dresses by Lady Duff Gordon

How to Dress to Bring Out  
Your Individuality, and  
How to Stamp Your  
Individuality  
on Your Dress

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishments brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.



The Stately Gown Worn by the Girl Whom War Has Made Serious

By Lady Duff-Gordon  
(“LUCILE”)

EVERY gown is a character dress. If it is the character dress of the wearer, very good. If the gown that expresses the character of some one other than the wearer, very bad.

The gown should be the stamp of the woman. If it is not, so much the worse for the wearer and for the beholder's suffering sense of fitness. The woman of dignity is ridiculous in a frivolous frock. The butterfly type of woman, if any such be left in this sad time, looks absurd in the sombre colors and stately lines that belong essentially to the woman of poise and power.

But that is supremely a character dress that expresses the traits of the woman who wears it. The suitable gown is one in which, were she born yesterday, and come full grown and fully clad into the world, she might have worn on a journey to this planet perhaps from another in which suitable dressing has reached a state of perfection.

For the girlish woman the girlish gown, ribbons, laces, bows and chous. For the butterfly woman a robe of gossamer lightness or its appearance. For the woman of physical or spiritual weight, or her to whom accumulated years have lent an acquired stateliness, dark hues and fabrics blessed with substance.

I have spoken of the girlish gown. In general, such a gown betokens lightness, gaiety, abounding vigor. But there are

girls and girls. War time has given us a different variety of girl, a noble, serious, executive young person capable of vast responsibilities. She is a creature of hitherto unsuspected resources. With new responsibilities has come a new bearing.

On this page you see one such girl, expressively gowned. The extremely simple, yet dignified gown she wears accords perfectly with her type. Of combined cloth and taffeta, it is substantially in one tone, an attribute that always makes for solidity and dignity. The one color gives a substantial appearance, an impression of worth and weight, of thoroughness and purposefulness. All these the worker in girlhood's ranks possesses. Of such is the young woman whose between seasons gown was photographed to be shown on this page. Utility is another desirable quality. The rolling, shoulder-meeting collar is an evidence of comfort. The narrow girdle, with long, narrow sash ends, is another. The long, nearly tight fitting sleeve is still another. The only touch of brilliant color is seen in the flower worn at the belt and in the hat of

A Robe That Reveals the Eternal Coquette That May Sleep in Woman, but Never Dies.



A Street Dress Suitable for a Girl Not Far from Her School Days.

draped, lightly brocaded velvet.

Of opposite type is the next gown, and the girl who wears it. Posture and attire bespeak the coquette. The desire for allure and adornment have survived the ghastliness of world conflict. It has been said of the coquettes of another age, who made princes and kings their slaves, that they would flirt with their physicians on their death beds. It is conceivable that the girl here shown is of that extreme type. Four ingredients compose the feast of clothes. The foundation is of satin. The tunic is fashioned from chiffon. The sash is of silk woven in cross stripes. Adorning all are two styles of embroidery, one modelled upon the Greek key, the other of Oriental touch and mingling. The swathing headdress causes the Oriental note to dominate the costume.

More girlish—by which I mean nearer to the school age—is the third gown of the group. Its simplicity is denoted by the somewhat narrow, slightly draped skirt. The short, attached coat of the same materials and shade, deepen the simplicity. A small crepe collar of a dark color and a narrow sash of alternate dark and light stripes are the only trimming. A touch of coquetry is the band of ribbon worn around the ankle. Into the knot of ribbon is thrust a tiny flower.

This may be termed the season of the sash. But saw you ever such adaptable sashes? For every wearer her own style of waist outlining. Sashes may be of wide, girdle-like effect, with broad, short ends. Or they may be two inches wide, with ends that reach the hem of the skirt. Even sashes are individual in this age of individual dressing.



## MILITARY MEN IN U.S. LAUD MARSHAL FOCH

Belief in Washington That Master Strategist Will Keep Up His Smashing Attacks

### PICARDY SALIENT IN PERIL

Huge American Army To Be Speeded To Prevent Lack Of Man Power

Washington, August 8.—American Army officials greeted with delight today news that the French-British forces had launched a smashing blow at the enemy on a wide front in the Picardy theater. The full extent of the thrust was not discernible in a military way at a late hour tonight, but the outstanding fact to observers here was that Field Marshal Foch found himself able to strike again on the heels of the victory at the Marne, which still is being pressed.

The Supreme Commander has made it evident that he has the men and means to keep up the aggressive battle for which American officers have been desirous. The reputation of the great French strategists is that he is the advocate attacking the enemy without rest. He is living up to that reputation today as never before, and indications tonight were that he had scored another punishing surprise blow on an enemy already staggering under the rush that swept him out of the Marne salient in two weeks' time.

As the situation is seen here, the enemy now faces alternative operations on at least two fronts. Pressure along the Vesle line is being maintained vigorously, and even while the new drive was getting under way on the Albert-Montdidier line to the north, French, American, and British troops were hammering away between Soissons and Rheims in a manner that made it virtually certain that the Aisne-Vesle triangle would be cleared of the enemy shortly and the Allied line here carried forward to the Aisne, or possibly across it.

Around Soissons the French are already in a position to outflank the line north of the Aisne, should occasion offer, or to swing north and east and menace the Germans in the Picardy salient in the flank and rear.

The enemy now faces the necessity of bolstering up his lines along the bottom of the Picardy salient without delay or undertaking immediately a great withdrawal there. If he withdraws troops from the Aisne-Vesle line, it is certain he will be forced back there and, if he calls in the reserves from the north, a British attack to flatten out the Flanders salient is almost a certainty. Secretary Baker said today that the new program of the War Department of 5,000,000 men by next Spring was recommended by the military section of the Supreme War Council at Versailles. From this was drawn the deduction that these highly trained military students of all the Allied nations and the United States, with all the facts before them, have reached the conclusion that with such an American force, coming on the pooled resources on the western front, were already sufficient to permit Marshal Foch to begin his effort to oust the enemy and destroy his military power.

It was undoubtedly on this showing that the plan suggested of redoubling the American effort was promptly approved by President Wilson and every resource of the nation in men or money or supplies pledged to the great task.

The decision, it was already known, was reached late in July, after the battle to drive the Germans back from the Marne was so far progressed that a great victory was assured. Secretary Baker said, however, that it had been under discussion for a considerable time before that it was decided. This is taken to mean that the leaders at Versailles are sure of victory now on the cool basis of organized fighting power, backed by limitless resources in war materials, and that the drive today in Picardy brings that victory one step nearer.

So far as known here no American divisions were involved in the French-British thrust south and southeast of Amiens. American troops formerly in the Cantigny sector, where the first American attack resulted in the capture of the town of Cantigny, are understood to have been withdrawn many weeks ago and have been engaged in the fighting in the Aisne-Marne salient. Some American units are brigaded with British units, however, and may be participating in the new blow. It is also possible that Americans are with the French First Army.

## Foreigners, Horse Flies, And Lack Of Bath Tubs Bother Gen. Otani

Tokio, September 1.—The Asahi's war correspondent with the headquarters of the Japanese expeditionary army in Siberia sends to his paper news of General Otani, commander-in-chief of the Allies in Siberia, and his staff. The correspondent says that what must be felt most severely by General Otani in his new life at Vladivostok is the lack of bathing arrangements in the lodgings occupied by him and his staff. Needless to say this inconvenience is shared by all the Japanese troops and no doubt they will feel this as one of the most unbearable discomforts of war since all Japanese are used to daily baths.

"The building in which General Otani and his staff are quartered is a respectable three-storyed affair in the most thriving part of Vladivostok," says the Asahi correspondent. "Two rooms, of the size of 20 mats each, on the third floor, are placed at the disposal of General Otani and adjoining rooms are occupied by his adjutant and guards. To these rather dingy, bug-infested rooms the gallant General returns in the night for rest after the day's work at the headquarters."

"General Otani is perhaps the busiest man at Vladivostok at present. Even his living quarters are

crowded with all sorts of visitors every day, even before breakfast. Official interviews take place at the headquarters; but people continue to come in to call on the General at his living quarters on every conceivable business. Most of the visitors are foreigners; some of whom want to sell potatoes and bully beef. General Otani takes dinner with the members

of his staff. The dinner usually consists of three dishes. When food is brought in horse flies of the particularly vicious type swarm on it and insist on sharing it."

Usually General Otani returns from the headquarters about 6 o'clock but sometimes he is kept there as late as 10 or 11 o'clock without taking dinner. General Otani is paying special attention toward maintaining good relations among the Allied troops. Speaking to the Asahi correspondent General Otani said "the Allied strength in Siberia will finally be brought to six or seven divisions and I ask you to take note of this."

## VINOLIA

### BORACIC & COLD CREAM SOAP

in

### BATH TABLETS

Combines all the essential properties of a satisfactory Toilet Soap with medicinal constituents of special value for restoring and preserving a healthy condition of the skin.

To be had of all Chemists and Storekeepers

Agents:

LEVER BROTHERS (CHINA), LIMITED

3 Kiukiang Road  
SHANGHAI

## Laou Kai Fook Silk Co.

Beginning on 9th September, 1918.

All of newest style silk piece goods on special sale at 10 per cent. discount for cash.

## Laou Kai Fook Silk Co.

23 Kiukiang Road

1918

## ANNOUNCEMENT

### Laou Kiu Chwang & Company

take pleasure in announcing the completion of their new building at P-128 Nanking Road. Preparations are now under way for the grand opening when the salesrooms will be thrown open to the public.

Our new store will be operated along distinctly modern lines, and its opening will inaugurate a new era in silk trading here. You are cordially invited to attend the opening which will be announced at an early date.

### REDUCED PRICES ON ALL

SILK PIECE GOODS—EMBROIDERY—HABERDASHERY—HOSIERY  
FANCY GOODS—TOILET ARTICLES—ALL KINDS OF FURS—HAND  
MADE LACES, etc., etc., etc.

We will offer real opportunities to our patrons. Under our plan you will  
PAY LESS FOR BETTER GOODS.

WATCH US FOR RESULTS!

## Arthur & Bond & "V" Modes

20 Nanking Road, 3rd Floor

GOWNS  
WRAPS  
HATS

Exclusive  
styles  
for all  
occasions

SKIRTS  
BLOUSES  
LINGERIE

A good selection of patterns of men's shirtings always on hand

20 NANKING ROAD, 3rd FLOOR

## No Toilet Table Is Complete

that does not carry

POND'S  
EXTRACT CO.'S

VANISHING  
CREAM



Whenever you want your skin to look its loveliest—when you want it to gleam and radiate good health, make your finishing touch an application of POND'S VANISHING CREAM. It softens any dry roughened places, it refines the texture, and keeps the skin feeling cool and fresh instead of dry and tight.



Sold Everywhere

USE POND'S  
VANISHING CREAM & COLD CREAM

Notice its ready absorption, its delightful perfume of Jacque Roses, and particularly, the effect of just one application.

Your druggist will gladly hand you, upon request, a sample of Vanishing Cream.



# AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 15, 1918

## Motor Truck Lines Prove Value As Business Aids

Transportation Service Recognised By U.S. Government; Rural Motor Express Developing Rapidly

New York, July 25.—One of the many interesting developments of the present season toward solving some of the complicated transportation problems, and at the same time proving more conclusively than ever before the essential value of the automobile, was the formation a few days ago at Albany of a Highway Transport Committee of the New York State Defense Council, with former Congressman Peter G. Ten Eyck of Albany as Chairman. Its prime object will be to stimulate the organization of rural motor express lines and return loads bureaus throughout the State. Coming immediately after the virtual adoption by the business and shipping interests of New York City of the store door delivery system to expedite freight deliveries from terminal centers to consignees, as inaugurated under the co-operation of the Federal Railroad Administration and Commissioner James S. Harlan of the Interstate Commerce Commission, the prospect of transportation relief appears very bright for the city and many other parts of the State in the near future.

The motor truck has provided the means for putting into operation all of these methods of transportation. Not only have thousands of freight cars been released for other important duties, but thousands of tons of foodstuffs and other commodities have been promptly delivered, and at reasonable cost, from producers to consumers. Without the motor truck a large part of these shipments could not have been handled at all. It is significant that the Government has recognized the importance of the commercial motor vehicle as a public carrier, and in its treatment of the motor industry no serious effort has thus far been made to curtail the production of motor trucks. For its war needs the Government is primarily interested in the high speed production of trucks, as seen in the recent statements authorized by the War Department that orders have been placed for over 75,000 standardized trucks and passenger cars for army use. The larger amount will be trucks, probably 60,000 or over, while

history of American motoring the year 1918 will stand out as the dawn of the recognition of motor truck transportation efficiency.

Motor truck express lines, operating on time schedules, are in operation in many parts of the country. Three or four companies are running fifty or more trucks every day between New York and Philadelphia. A New York agency is about to start a regular line between this city and Stamford. Community trucks are being operated by many Long Island farmers to bring provisions to the New York market. Connecticut was the first State to organize a turn-loads bureau in the leading industrial towns, and the plan has been successfully followed in other parts of New England. In New Jersey, sections of upper New York, and in many Western States.

Particular attention is now being devoted to the establishment of rural motor express lines. They are one of the interesting transportation achievements of the year. The opportunities they present of giving the agricultural sections the needed facilities for making quick food deliveries to the cities have been recognized in the endorsement of the National Food Administration and other Federal boards. A special committee to aid in mapping out routes and giving other advice was formed a few weeks ago by the National Automobile Chamber of Commerce, and under its co-operation many new lines have been established within the last month.

There are twenty-two rural express lines in Maryland. Fifteen operate out of Baltimore, five out of Washington, D. C.; one out of Hagerstown, and one out of Cumberland. Thirty trucks, having a combined capacity of 73½ tons, cover 1,574 miles daily on these routes. They afford a possible daily service of 115,690 ton-miles, or 35,000,000 ton-miles a year. They can haul more than 100 tons of farm produce into Baltimore and Washington every day and carry an equal amount of merchandise back to the farmers and country merchants. The shortest route is ten miles, from Baltimore to Ellicott City, and the longest forty-seven miles, from Baltimore to Frederick.

Maryland was the first State to establish these lines, and they have been of inestimable benefit in furnishing foodstuffs to the increased population of Washington during this war year. Virginia also has several rural routes supplying Washington. The greatest field of development is now in the West, where active rural express work has been

accomplished in Tennessee, Kentucky, Iowa, Kansas, Missouri, Nebraska, and Ohio. Considerable progress is being shown in Indiana and Illinois, and reports were recently received of rural express lines being formed in Idaho, Oregon, and South Dakota.

The Chattanooga Automobile Club is showing keen enthusiasm in the movement, and plans have recently been perfected to start ten trucks and trailers next month in rural express service to outlying points. Under the co-operation of the club one of the large hauling companies in Chattanooga is preparing to open terminals for motor truck transportation in Knoxville, Nashville, Memphis, Birmingham, and Atlanta. The club also raised \$5,000 to establish a return loads bureau and place a competent man in charge.

In Michigan a rural express line has been formed between Lansing and Grand Rapids, and early this month motor freight transportation began from Detroit, connecting with Flint, Ann Arbor, Lansing, Saginaw, and other places. Four trucking companies have been brought together in the system, which will work as practically one unit, with an interchange of freight service, so that through shipments may be made from any point to another. It is expected that it will form a complete network over all of Eastern, Central, and Southern Michigan.

These illustrations of actual achievements are interesting and instructive examples of the great opportunities opening for motor truck transportation, and its future is full of successful possibilities for the business progress of the country.

### 'SOLDIERS, GET IN'

Cards bearing the invitation, "Soldiers or sailors going my way, get in!" are now beginning to appear on automobiles throughout New England, says the Observant citizen in the Boston Post. The purpose of the card is to supplant the spoken invitation in asking "our boys" in khaki or blue to ride whenever there are available seats in the car.

The cards are attractively printed in blue and are clamped or hung on the wind shield of every car whose owner feels disposed to thus do his bit in expressing the nation's appreciation of its defenders.

## \$8,000,000 Car Theft In 9 Months In U.S.

San Francisco, Cal.—Officials of the California State Automobile Association give the following information:

Careful checking of figures from all parts of the country shows that during a period of nine months in fifty of the largest cities of the United States, 22,750 motor cars were stolen, and of 8,000 no trace has ever been found. Figuring the average cost of these at \$450 per car, the total value of lost property would be \$3,600,000.

The 8,000 cars represent at least 4 percent of the total number of cars manufactured in 1917.

This may not seem like a large percentage, but here is the economic side of the thing:

Here we have 22,750 cars stolen, 8,000 of which are unrecovered.

Taking these figures as they stand:

8,000 cars unrecovered . . . \$3,600,000

Estimated damage to 14,500 recovered cars at \$75 each . . . 1,087,500

Estimated rewards paid for recovery of cars at \$50 each . . . 725,000

Estimated expense from the public treasury in recovery of 14,500 cars at \$50 each . . . 725,000

Estimated cost of maintenance of bureaus in obtaining evidence, etc. . . 100,000

Grand total of . . . \$6,237,500

This is for only fifty of the largest cities of the United States. There are at least 125 cities more whose population is between 25,000 and 100,000 and which can well be taken into account.

As statistics have recently shown an alarming loss by theft, these losses may well be considered, as their total is little more than one-third. Estimating their total as one-third, and beginning from that basis we would have a total of \$2,079,166 loss for these 125 cities, which would bring a grand total on account of automobile thievery to \$8,316,666.

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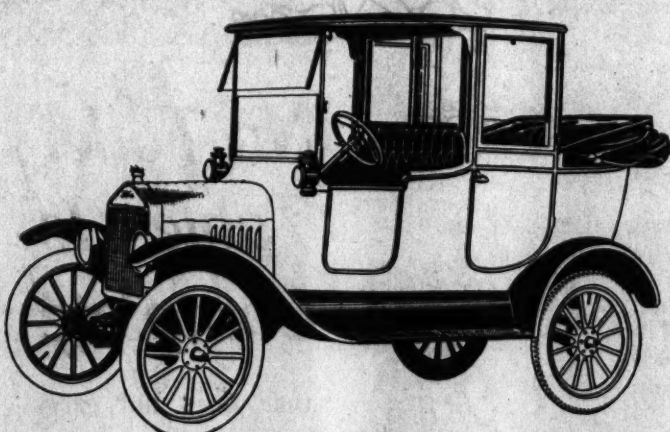
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## Auto's Place In Great War Told By Driver From Front

Goodyear Tire Man Returned From Service, Relates  
Experiences Of Thrilling Adventure

Among the many accounts which have come to us of soldier life in France, the similarity of which has been more or less marked, the one brought back by C. T. Hutchins, a salesman of the Goodyear Tire and Rubber Company, is particularly interesting in that it treats of motoring conditions as they exist in France today.

As a driver for a staff officer he became familiar with the entire battlefield and obtained the broad outlook of the Allied situation. During his six months' service he was attached to the transportation departments of the French, English, Belgian, Portuguese and American forces and wore the uniforms of all of them. His story follows, in part. "When I volunteered for the pleasure of driving the wonderful makes of foreign cars of which I had heard so much. But I was soon disappointed. Foreign manufacturers have turned out practically no cars for public use during the last four years, their output being exclusively for their governments. Little advance has been made in design. But their power plants are fine—we have no better motors.

### As To The Tires

"Where American cars excel is in the refinements and conveniences, such as the self-starter, electric light, easily handled top, demountable rim, etc. Most of the tires I saw were of the smooth or steel studded type and even in the large sizes were clinchers. And believe me, I nearly faint when I think of some of the terrible times I have had, in surroundings none too pleasant, trying to change the things. The modern no-hook or straight side tire they know very little about.

"I have been in parts of France where an automobile was an absolute curiosity and excited no end of shy interest on the part of the villagers. The peasant children would almost go into hysterics when I sounded the horn or turned on the lights.

"In one French town the mayor gathered together some of the leading men and gave a dinner in my honor, so glad were they for some visible evidence that American soldiers were in their country. I happened to be the first American soldier that had entered their city.

"It is next to impossible to get the slightest repair or adjustment outside of a regular automobile park. These parks, operated by all armies, where supplies are kept and repairs

made, are situated at various points. Once I broke down at Angers, in peace times a city of 80,000 population, but being unable to obtain repairs was compelled to go back to Paris by train and bring out a mechanic and parts.

"French gasoline, or 'essence' as it is called there, is not as good as the gasoline we get here, and it goes hard with American cars. American trucks and passenger cars are coming to France in large numbers, and one sees practically every make of automobile there. French roads outside the war zone are beautifully lined with fine old trees. We have much to learn from them in road-side decoration and in laying them out.

"The most picturesque cars in France, to my notion, are the old Paris taxis—mostly the one and two-cylinder Renaults. Every time I rode in one of these old timers I thought of the wonderful service they performed in 1914, when they carried the poilus out to the Marne in time to stem the spectacular advance of the Germans. The world does not yet realize what a wonderful part these old cars played in the saving of civilization."

### THIRD SERIES PACKARD

This Popular Car To Be Continued Indefinitely

The third series Packard Twin Six will be continued for an indefinite time. The chief purpose of a new model is to incorporate the improvements which an added year's experience has shown to be necessary. In a time like the present, the Packard company feels, according to an announcement of policy made public recently, that the bringing out of a separate model merely for the sake of change and of slight improvement would not be warranted. Packard prefers to devote its engineering and manufacturing talent to more urgent work and more far-reaching results.

It is pointed out that production of passenger cars of the highest quality is being reduced far below normal demand. At a time when in the ordinary year, makers are announcing new models, there now is every indication of a serious shortage. This shortage is due to the fact that such materials as chrome nickel steel, aluminum, bronze, second growth hickory and imported hides are exactly the things needed for instruments of war.

### Packard Economy

Sometimes a purchaser will buy an article with one or two qualities definitely in mind, and later find himself agreeably surprised by the turning up of a valuable trait, or performance or service, which he had not considered when he bought.

An illustration is afforded in the experience of W. H. Booth, of Chrevoport, Louisiana, with his new Packard touring car. Safe, comfortable and swift transportation were in Mr. Booth's mind when he bought. Now, according to a letter to George R. Bury, assistant general sales manager, he discovers that he also got marked economy of operation.

Mr. Booth is the sort of owner who likes to log his trips and chart the performances of his car, so in his letter he produces the exact figures. He says his car has run 8,500 miles, and the tires look as though they will be in service for several thousand miles to come.

"As to gasoline," says Mr. Booth, "I have kept an accurate register from the first and my average about town has been 10 miles to the gallon, while country driving has yielded an easy average of 12 miles to the gallon. The efficiency of the motor was much emphasized on a recent Gulf coast trip of 518 miles on 52 gallons of gasoline. The last 85 miles of the run was through soggy roads heavy with two days rain, or I'd be able to report 13 to 14 miles to the gallon. On one stretch we made 15 1/3 miles on a gallon.

"The comfort and service of the Packard are accepted and understood—it deserves its reputation. Now I find it is not only more comfortable than previous cars I have owned but certainly more economical to operate."

### U. S. MOTOR CAR EXPORTS

May Figures Show Decrease—Increase in Truck Shipments Abroad

Automobile exports from the United States in May, including cars and parts, showed a decrease, the total being \$7,725,489, or 22 percent less than the April exports and 48 percent less than May, 1917. Passenger cars exported numbered 2,801, a large decrease over the preceding month, but commercial cars increased, 866 trucks being shipped as compared with 655 in April.

Canada was the largest purchaser, taking 733 passenger cars and 146 trucks. To France were sent 108 passenger cars and 118 trucks and 299 trucks went to the United Kingdom. Australia received 199 passenger vehicles, Cuba, 181, Philippine Islands, 171, and Argentina 120. The value of the automotive exports for the eleven months ending with May is \$111,226,630, including airplanes and parts, which is only a trifle less than the corresponding period for 1917.

### California Daylight Dangerous Curves

The California Highway Commission has undertaken to "daylight" all dangerous curves. The danger on a curving road in a hilly country is recognized by all motorists. When the curve passes around a hill there is usually a high embankment which prevents the driver of a car from seeing what is coming around the curve from the other direction.

The plan is to excavate a berm or bench on the slope at the inside of the curve, at a height of about three feet above the roadway, which is taken to be a little below the line of sight of the driver. Where the work is difficult owing to the nature of the material, the berms are made five or six feet wide, but it is found preferable to use berms 12 feet wide. On a curve of 100 feet radius a five-foot berm will enable motorists to see each other when 85 feet apart. If the berm is increased to 12 feet this range of vision is 115 feet or 124 feet along the road. In this way the danger of blind curves is materially reduced, and if cars are traveling at moderate rates there is plenty of time to avoid a collision.

### A TIP TO MOTORISTS

Change The Oil Often, Says An Expert

Here is a valuable tip to motorists furnished by an expert. "As much of the gasoline now being used is of low grade," he says, "a part of it which is not always burned gets by the piston, drops into the crank case and takes the body out of the oil. With the lubricating quality of the oil lowered in this way the engine is likely to heat up, much to the astonishment of the driver.

"The solution of the problem is to change the oil often—each 500 miles for the first 2,000 miles the car is run and each 1,000 miles thereafter. By meeting the new conditions of car operation and maintenance as they arise car owners will continue to get efficient service from their machines."

### Drain Oil From Crank Case

"The owner of a good motor car ought to drain the oil from the crank case at least every four weeks," says an automobile sales manager. It will frequently be found that the oil has been diluted with gasoline which has got past the piston and into the oil. This destroys its lubrication qualities. During the Summer season it is advisable to use a somewhat heavier oil than in the Winter. It is also well in the hot season to run the carburetor with as thin a mixture as possible.

### Do Not Neglect The Magneto

By William H. Stewart, Jr.

The magneto is a faithful instrument, although few drivers give it any attention. If anything goes wrong with it, the engine cannot be started.

The care of the magneto may be summed up in three statements: lubricate, keep clean, keep dry. One drop a week for every 500 miles in each bearing will be enough. There are three places needing oil: one at each end of the armature, and one for the distributor. Keep dry by covering with a leather boot, or wiping off rain or water splashed on it, particularly on the distributor. Rain sometimes gets inside the safety spark gap and the magneto stops delivering current. Many types of magnetos are now made with a waterproof cover, but there are always places into which water may leak.

To keep it clean means that the distributor head must be cleaned occasionally with a cloth and gasoline for dirt will cause a short circuit. The cover should then be removed and the inside cleaned the same way. Wherever oil and dust accumulate in the distributor there is a chance for a short circuit. Inspect the brushes while distributor is open. See that they are in good condition and the springs in good shape. The points of the circuit breaker also need attention, but not because of dust alone. They become corroded, due to the current continually jumping across them as they break open. In a month or so these points become so pitted that the current cannot pass. These should be touched up with fine sandpaper—the finer the better. Double it over, so that the sand is on both sides, and clean both points at once. Spring the points apart and let them close on the sandpaper. This can be worked back and forth.

Sometimes it is sufficient to draw a piece of paper between the points, as this wipes off the oil and dust which have prevented the current from running. Files are provided for touching up the points of the circuit-breaker, but the unskilled operator is apt to file the points unevenly. The sandpaper does a good job. While working on the circuit-breaker see that the gap is correct. About fifteen-thousandths of an inch is the right opening. Crank the engine or move the spark lever until the points open to their widest extent. A piece of metal of the right size must be used as a gauge. It should pass through with a slight friction. The manufacturer provides a wrench with which to adjust the gap and a gauge to measure it by. Almost any gauge for a high tension magneto may be used.

Another place that needs cleaning occasionally is the collector ring. This will gum up, so that the brush does not follow it closely and the spark cannot always jump. Remove

the brush and look in. If it shows, a bright ring it does not need cleaning. Dirt may be removed with a cloth on the end of a stick, using alcohol or gasoline to loosen it. While the brush is out examine to see if it is broken, if it moves freely in the guide or holder, and if the spring is all right.

Other troubles require a skilled workman and the magneto must be shipped back to the factory or to a service station. Such troubles are leaky condenser, loose windings or punctured secondary, weak magnetos, and so on.

### Japan Offering Bonus To Motor Car Buyers

Japan has offered every purchaser of an automobile or truck in the empire \$500 toward the purchase price and \$150 yearly to help pay for the maintenance of the vehicle

in exchange for the privilege of speedily commandeering motors when the occasion demands, says an American automobile editor.

This subsidy is intended by the imperial government not only for the quick requisitioning of cars, but also to promote their use and to eventually encourage their manufacture within the empire. Horses are scarce in Nippon, and most of the trucking is by men who pull two wheeled carts—most of the passenger traffic on the streets and highways is by means of jinrikishas. Labor is in strong demand, and a more general use of motor vehicles would release thousands of men for work in factories.

Japan's action would add impetus to the export of American-made cars and tires. It will be several years before the nation will be able to produce anywhere near her own consumption of motor vehicles and accessories.

But three concerns in Japan are now building automobiles. One of these has made about a half dozen cars and another is assembling from parts imported from America. Two large Japanese shipbuilding companies are erecting automobile factories.

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## FARMERS USE MOTOR CARS TO FIGHT PRAIRIE DOGS

### German Gas Experts Have Nothing On Colorado Grangers In Efficient Use Of Fumes

A New York newspaper, noting from time to time the curious uses to which automobiles are being put in these days of war stress and national economy, furnishes an interesting compilation of such instances, as follows:

"In the farming communities just east of Colorado Springs car owners are using their cars to rid the area of a plague of prairie dogs. Poison and water have been tried with little success, but the automobile does the work. Here's the process:

"The farmers attach a hose to the exhaust pipe from the muffler of the automobile and insert the opposite end in a prairie dog's hole. Then the machine is set going and the fumes asphyxiate the animals. Generally the destruction is great, because prairie dog towns are connected by underground passageways through which the fumes permeate.

"One farmer said that with his automobile he had exterminated a whole colony in a few hours. Thus has the farmer and his automobile set a pace for the German and his poison gas.

"On many farms the automobile has taken the place of the venerable chore boy, of whom we used to read in Whittier and other classics.

"Near Salina, Kan., a farmer was observed doing his washing with his Ford. He had jacked up the rear wheels, after backing the automobile up to the back porch, and then passed a band around one of the rear wheels from which the tire had been removed. With one end of the band attached to the washing machine, the motor going, the farmer had little reason to worry. The motor did the work. Near Columbus, Ohio, the farmers are using the same system to cut wood, the two rear tires being removed, the wheels jacked and the belt applied to a circular saw.

"An Indianapolis business man, who owns a large farm 12 miles from the city, built a trailer, which he attached to his passenger car. Almost daily he carries supplies from town to his farm and returns with farm products. The trailer has a capacity of 800 pounds and its body is built in the shape of a box, the back end of which serves both as a door and as a platform for loading livestock.

"In Detroit a young man makes a

specialty of driving invalids. His cordless automobile is equipped with a body which allows the patient to recline at almost any angle. Moving fresh air is said to be an enormous help in aiding the sick to regain their health and strength.

"An Indiana monument dealer attaches an air pump to the motor of his automobile and with the aid of a small air tank and a pneumatic hammer carves letters on granite memorials in the cemetery, thus having all the advantages of his workshop.

"Shoes, milk bottles, spark plugs, cameras, loaves of bread, cross sections of tires and even submarines have been reproduced in enlargement and miniature as the bodies of cars for advertising purposes. Salesmen report that automobiles are frequently seen now doing such farm duties as plowing, filling silos and churning."

## MANY DRAFTED MEN NOW LEARNING AUTO

Washington, D. C., July 22.—Several thousand gas engine and automobile repair men are being trained at various universities from the ranks of men drafted into the army. The University of Pittsburgh has confined its work entirely to specialists in these lines. The problem of instruction has been met by collecting 45 of the best automobile repair men in the city, who are able to give the practical teaching necessary, and mingling them with faculty men who understand the gas engine. These men act as instructors, and the fact is impressed upon their minds that it would be as dangerous, if not more so, to train poor mechanics as to make one-fourth of the shells in a munitions plant non-explosive.

There is no distinction made between the mechanical and military work, but these men are being trained to meet any emergency here or abroad. Material for the course, which is essentially practical, comes from new trucks and engines supplied by the government, old and dilapidated cars purchased outright by the university, and cars in need of repair brought in by various firms and fixed with no charge for labor. Owners of such cars pay for material used by the men, but not for the work done by them.

### Trucks Haul Big Farm Produce

Statistics obtained by the B. F. Goodrich Rubber Company indicates that trucks engaged in the haulage of grain, produce, truck, and live stock in the rural districts of the United States numbered 78,759 during 1917. Next rank manufacturers with 65,928, and then retailers with 64,486. According to the figures, there are 238 commercial vehicle manufacturers in the United States; 99,000 trucks were made during 1917, and it is estimated that the 1918 production will go over the 200,000 mark.

## U.S. Marine Corps Uses King Ambulance

Demanding speed, durability, power and ease of riding, the Quartermaster Department of the United States Marine Corps selected the chassis of the eight cylinder King motor car to carry their ambulance bodies, and today in the United States it is said that this arm



of the government's military service has the fastest ambulances in government service.

The government has the bodies built according to their specifications, arranged to carry eight invalid passengers. The bodies are modern in every respect, brought up to date as a result of information received from the American Ambulance Corps serving in Europe.

These bodies are then shipped to the King Motor Car Company's factory in Detroit where within two days they are mounted on the regular King chassis and then shipped to points designated by the Marine Corps.

Major Seth Williams, Quartermaster of the United States Marine Corps, who has charge of the selection of transportation for his arm of the service recently had one of the

cars make an overland journey from Buffalo, N. Y., to Washington, D. C., the capitol of the United States. The car was to travel only during daylight and the route selected was over mountains and roads that had been hard to travel on because of wet weather.

In a speed trip between Washington, D. C., and the Marine rendezvous in the State of Virginia, this eight cylinder King chassis kept up a continuous speed of 45 miles an hour and broke the pleasure car record between the two points.

The United States Marine Corps is also using the eight cylinder King chassis under light armored cars. In case of an accident to an armored car the chassis from an ambulance can be utilized and the battle monster be made ready for action in a short space of time.

## Light Truck Maintenance Often Similar To Problem Of The Passenger Machine

Chassis Structure Oftentimes Identical; Many Makers Able To Convert Touring Car Frame To Truck Use

By Merle Shepard

The component parts of a light delivery truck and its maintenance are very closely parallel to those of a passenger car. In fact, a number of manufacturers of four-cylinder passenger cars have been able to readily convert their passenger car chassis into light delivery truck chassis by a few simple changes, and with this close relationship it is quite natural that the problems of maintenance should be quite close in both instances.

To get back to the fundamentals of construction of the light delivery truck it will be seen that, similarly to the passenger car or other trucks, the main structural supports are the two frame side members. These are held in relationship to each other by

proper cross members and form the foundation upon which the entire car is built. The engine is mounted at the forward end, and in light delivery work is generally beneath the hood in the same way as in passenger car work the engine is placed beneath the hood.

### Engine In France

The engine is bolted to the frame or to a frame sub-structure in a flexible manner. That is, the frame is free to suffer a slight degree of distortion without affecting the alignment of the engine. This is accomplished by the so-called three-point suspension, in which the two rear points of suspension on either side of the rear end of the engine are rigid, while the third point of suspension—generally at the forward end

of the engine, or sometimes to one side or the other of the front end—is flexible. With this three-point arrangement the frame can weave slightly in going over any inequalities of the ground without stressing the crankcase of the engine, which carries the supporting feet which are bolted to the chassis framework.

The flywheel of an automobile or truck engine is at its rear and generally houses the clutch. That is, the rotating member or flywheel is taken advantage of to form a part of the clutch, being of course the driving member since it is rigidly fastened to the crankshaft of the engine. The clutch and gearbox on most of the light delivery cars now in use is housed within an extension of the crankcase, giving what is known as a unit powerplant in which the engine, clutch and transmission are altogether in one continuous casing. The drive is carried to the rear axle through a shaft known as the propeller shaft. Within the rear axle are housed the bevel gears or the spiral bevel gears, as the case may be, and the differential. It is quite customary in light delivery practice to use the bevel gear axle in the same way as the touring car uses it. In other words, for a 1,500 pound wagon the rear axle would be quite similar to the five-passenger touring car. In heavier capacities of trucks where further reduction gearing is required the internal drive axle, the worm drive or some other form of final drive may be chosen in place of the bevel gear or spiral

bevel. For the 1,500 pound wagon, however, this form of reduction is most common.

### Question Of Maintenance

The questions of maintenance which come up on the various units mentioned all differ in their nature with the class of work which the unit has to take care of, but they have one common requirement, that is, lubrication. Regular and sufficient lubrication is of more importance in keeping the light delivery car in action than any other requirement. A light delivery car is like any other car in the respect that it is not making money when it is idle. Unlike the horse, it is not actually consuming fuel, but nevertheless it is losing money when it is idle. In other words, the light delivery wagon which is kept in operation the greatest percentage of the twenty-four hours a day is the best paying investment, provided that it requires the proper care during this period.

The maintenance of the specific parts of a light delivery wagon will be taken up later, but suffice to say that the method of general inspection at stated intervals should be care-

fully followed. That is, the entire unit should be gone over with a definite checking up schedule which may be laid down by the superintendent and based upon his experience of maintenance in connection with the particular jobs which the trucks are called upon to do in that service.

For quick door-to-door delivery or a number of trips from the station to the destination to be made, perhaps the load being greatly under the capacity of the wagon. In most cases, the lightest possible equipment should be chosen if economy is to be considered. In other words the most efficient delivery wagon and the most economical to operate is the delivery wagon which is lightest for the given load it has to carry, provided always that it is capable and strong enough of carrying its load over the particular roads upon which it must operate. The matter of lightness is a factor of fuel consumption, tire wear and general expense. Therefore, do not attempt to use too large a vehicle for any particular service. Rather have a fleet of smaller ones than one or two large vehicles which are making short trips with loads which are greatly under capacity.



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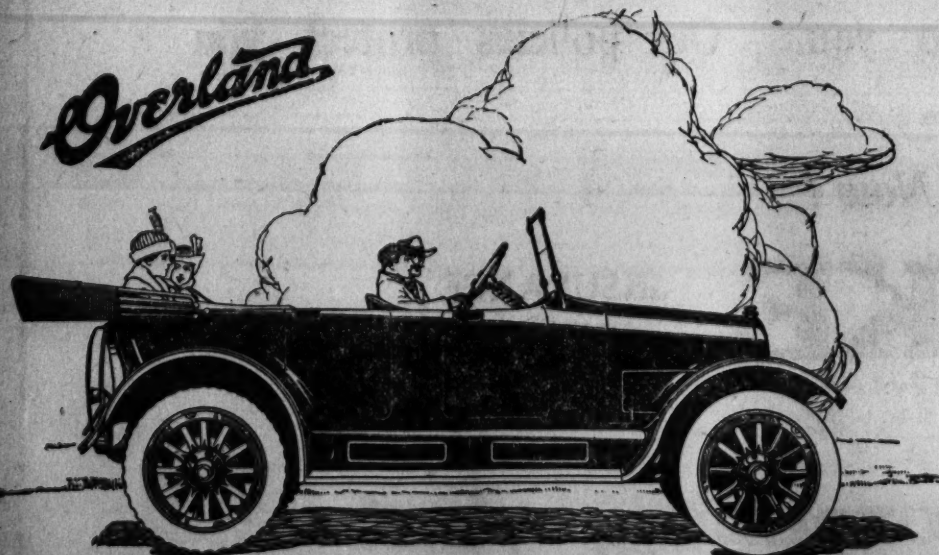
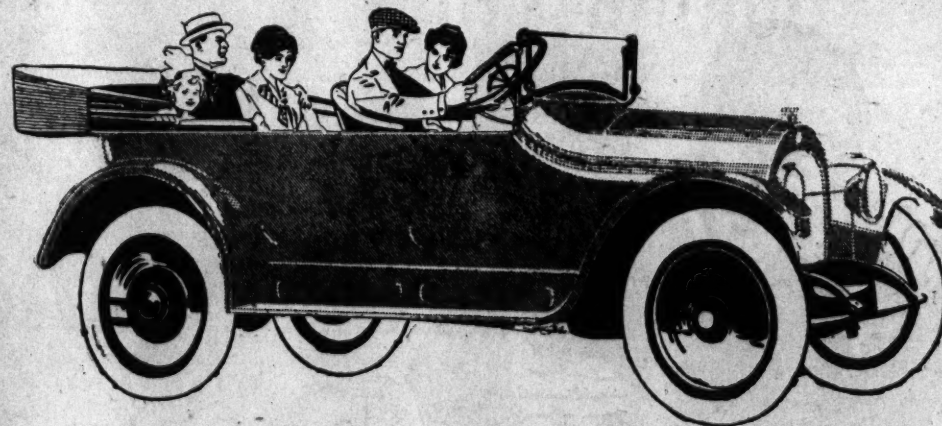
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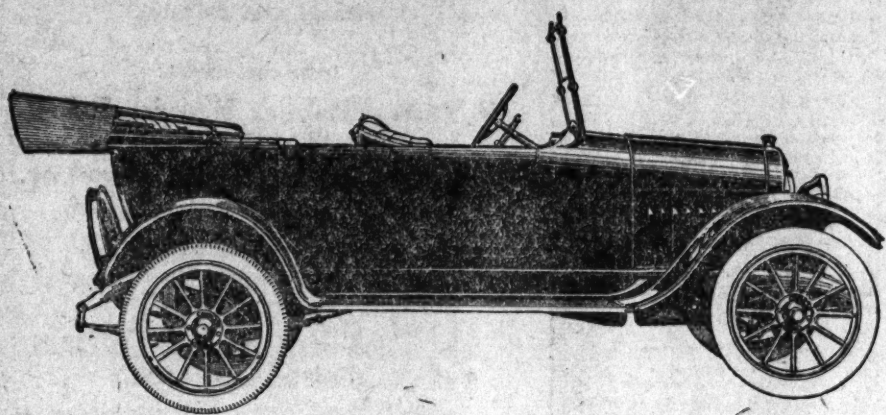
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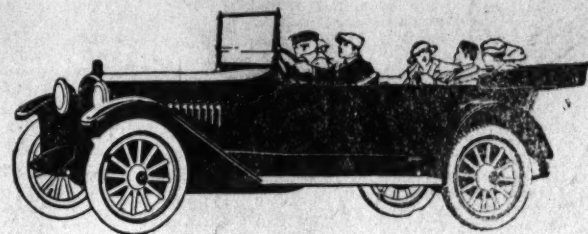
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## GIVE YOUR AUTOMOBILE THE CARE IT DESERVES

You Will Be Practising Conservation And Economy To Advantage, Says Hudson Man

"Conversation and economy are the order of the day," says Harry S. Houp, president of the Hudson Motor Car Company of New York. "This being true, it is up to automobile owners to take better care of their cars."

"An official of the Automobile Chamber of Commerce in a recent statement before the Ways and Means Committee in Congress stated that 850,000 motor cars wear out each year."

"If production is not kept up, said he, residential suburbs would become to a considerable extent impracticable, tending to greater congestion in cities; local and suburban transportation facilities would be inadequate, suburban and farm values would decrease tremendously and the efficiency of farmers would be impaired very greatly."

"With these statements in mind and the knowledge that the 1918 output of motor cars will be considerably less than last year's, it is every man's plain duty to get all he can out of his car and prolong its life to the very greatest extent. It will not be hardship, for the man that takes care of his car gets the most satisfactory service out of it from day to day."

"One way to relieve a car of much unnecessary wear is to do things slowly. Don't be in a hurry to start, stop and change gears. When one stops to consider that the shocks of sudden starting and stopping and careless, hasty gear changes must be taken up by a highly organized piece of machinery, the common sense of this suggestion is easy to be seen."

"Another thing is that most drivers use the brakes far too often and too violently. If a person learns to use the foot throttle exclusively (keeping the throttle on the wheel at low position) he will find that his engine makes the finest kind of brake. When the foot is removed from the throttle the engine will immediately slow down; naturally, if the clutch is left in, the momentum of the car will be checked gently and without wear on any parts. A good driver, who practises this, acquires the habit readily, and soon finds that he need use the brakes very rarely except for actual stops."

"In descending hills this same stunt can be applied. If the hill is quite steep the car can be put in second speed and the brakes applied lightly. On long, sloping slides it is an excellent practice to throw out the clutch and shut off the motor entirely, allowing the car to coast. This allows the engine to cool, and besides saves fuel and makes for smooth running."

"There is one other thing that every motorist should make almost a part of his religion, and that is never to slight lubrication. Without proper oiling and greasing no car in the world will last as long as it should. The thing to do is to follow to the letter the instruction book that comes with the car."

## Chalmers Motor Is Highly Efficient

Handles All The Grades Of 'Gas' And Does It Economically

"How to make one drop of gasoline do the work of two is just as important these days as trying to make the proverbial two blades of wheat grow where but a single one thrived before," says A. H. Robbins, general manager of the Chalmers Sales Company, Inc.

"Men who drive cars are faced with a condition that becomes more and more serious each day. That condition is the constantly declining grade of gasoline. Nearly every engineer has said goodbye forever to high grade gas. For the moment, and possibly for all time, multi-cylinders, counter-balanced crank shafts and little tricks with valves give way in engineers' discussions to the 'gas problem.'"

"Just as great situations produce great men, so out of this condition have come great engines like that in the Chalmers."

"Getting more power out of low grade gas, more rapid acceleration, greater economy, greater smoothness and quick getaway on a cold day are some of the especially commendable features of this motor. In many engines of the moment the gas passes on its way from the carburetor to the cylinder through a tunnel which runs all the way through the engine block. Before the gas gets to the cylinder it is forced to turn many sharp angles and does not become completely mixed with the air. This results in raw gas running into not only one but all the cylinders, particularly when the car is cold, and especially when running for the first five or ten miles."

"In the case of the Chalmers engine this type of intake manifold has been completely eliminated. A new manifold, known as the 'ram's horn,' has been constructed of simple piping. It is on the exterior of the engine. It is a manifold of easy curves so that there are no sharp corners for the raw gas to lodge against and be pushed into the cylinders."

"What is termed a 'hot spot' is built in at the top of the carburetor so that the gas coming straight up from the carburetor hits the 'hot spot,' then passes around the easy curves of the smooth manifold in a perfect state of mixture and at the proper temperature to each of the cylinders."

## Automobile Makers Plan Sharp Curtailment Soon

Unable To Get Steel; Production To Be 50 Percent Less; Price Increase Expected

Detroit, Mich., July 23 (By mail).—With the beginning of the new automobile year, August 1, a further sharp curtailment of production will be inaugurated by the big motor companies. It will not be so great as Washington dispatches have intimated, but it will be increased throughout the fall and winter until it reaches proportions as high as 60 or 70 percent.

Putting the matter bluntly, there is nothing else for the automobile companies to do. They are not getting steel now, nor will Washington promise supplies for the near future. Any quantity of steel has been bought and paid for, but cannot be moved from the yards of the steel mills.

Two Showed Gains. It is a case of piece out here and piece out there with respect to parts and though production has not yet been seriously slowed up, it is clear that before long it is bound to be affected.

There were only two companies the first quarter of the year that showed gains in output over a year ago, viz. Olds and Dodge. From now on no gains may be expected.

It is doubtful if the production of passenger cars in the country for 1918 is half the 1917 record of 1,718,000. Compared with 300,000 cars in the first quarter, the final three months is likely to show near 150,000.

Huge War Orders. In the next 60 days war orders on a huge scale will be allotted to the automobile companies to fill the void caused by the restriction of normal production. The big shell

orders of Studebaker and Maxwell, calling for big new plants, are but a slight index of what the government before winter will turn over in the shape of ordnance, aircraft and truck contracts. Ford, General Motors, Willys-Overland, Dodge, Studebaker and Maxwell are all figuring upon or negotiating for important war work. By Labor day the sum of such work may easily amount to \$750,000,000.

Used Cars Demand. Already the shortage of automobiles is being felt in the big Eastern centers, where it is impossible to obtain early delivery of standard low and medium-priced cars like Dodges and Buicks. Various makes command a premium above list prices for immediate delivery. The demand for second-hand cars is as brisk as for new, even 1916 machines commanding as high as 85 percent of their original cost. Outlet for used cars has ceased to be a problem.

New Advances. New automobile price advances will be generally made by fall on top of the spring increases. This is to offset the inevitable decrease in earning power resulting from curtailment of normal manufacturing activities and limited profits on war work.

The average automobile will cost by Labor day, including taxation, still to be heard from, probably about 50 percent more than a year ago. In connection with rising war costs is interesting to note that a few months ago in France, where automobile parts are strictly prohibited, an old Rolls Royce brought 125,000 francs.

## Italy Is Great Producer Of Motors For Great War

Industrial developments have been so rapid during the last three or four years that it is a very difficult matter even for those closely connected with the industry to keep pace with the progress made in the various countries of Europe. An example of this is to be found in the address on "Foreign Automobile Trade and the War," delivered by Mr. John N. Willys, president of the Willys-Overland Company, and director of the National Foreign Trade Convention.

In this address Mr. Willys emphasizes the importance of the role played by the American automobile industry during the war. Whatever the secret views of individual automobile manufacturers regarding the invasion of the European field by American motor vehicles and particularly by motor lorries, all with the Allied cause at heart have appreciated the industrial help received from the United States, both before and since that nation became an active participant in the war.

But Mr. Willys appears to have spoken without a full knowledge of the facts when he claims as a record for the United States the delivery of 45,308 motor trucks to the Allied forces during the first three years of the war. There is no doubt that Italy surpassed this figure during the first three years she was in the war, that is during 1915-16-17. During this period the Fiat Company alone delivered more than 40,000 motor trucks to all the Allied forces, including many for the American Army in France. While Fiat is by far the largest motor concern in Italy, there are at least eight other factories of considerable importance, which have, between them, delivered many more than the five thousand odd vehicles necessary to beat the American claim. The detailed figures for all the Italian

factories are difficult, if not impossible to obtain. It can safely be said, however, that Italy has supplied not less than 80,000 motor trucks to the Allied Armies, as against the 45,308 claimed for the United States.

In his review of the after-the-war situation Mr. Willys foresees strong competition for America from England, France and Germany. Either he has overlooked, or is unaware of the fact that under war conditions Italy has become the second most important motor exporting nation in the world, that she possesses in the Fiat the biggest motor factory in Europe, and that the city of Turin alone gives employment to 70,000 persons directly connected with the motor industry.

That there will be keen competition after the war everybody is convinced, but that will be the exact part played by the various European nations nobody can tell. Enough is known, however, to predict that the return of peace the Italian motor industry will be found to be stronger and more highly developed than that of Germany. There is no doubt that France and England will be in a position to offer keen competition to the American Automobile Industry, despite the advantage this latter has had in being able to cultivate foreign markets during the last three years. It does not appear to have been realized that Italy too will be an important factor not only on account of the quality of its product, but by reason of its quantity production. As a high-class product Italian cars always have found an opening in the United States, and in this limited field have surpassed both England and France. Now, however, Italy is able to add quantity to quality, and because of this Mr. Willys has made a mistake in limiting America's after-the-war competitors to England, France, and Germany.

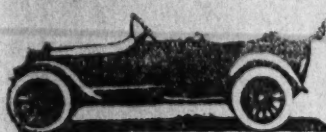
## Wonders Of The Auto Industry

It is always a pleasure to be able to assemble further statistics which give a better idea of the size and importance of the motor car industry, says a New York Automobile writer. Although the story has been told in a variety of ways, it is essential to be repeated because there are some persons—in high places, too, unfortunately—who are obviously unaware of the true magnitude of the automobile industry. Some important comparisons are made in a booklet, called "Wonders of the Automobile Industry," just issued by the

National Automobile Chamber of Commerce.

It is shown that the number of employees in the industry in America is 830,000 and that they and their dependents would populate the city of Chicago or Philadelphia, Boston and St. Louis combined, or any one of twelve states or of seven states combined. The wages paid annually, \$747,000,000, are approximately equal to all the gold in circulation in this country.

The capital employed, \$1,297,000,-



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800, is greater by \$250,000,000 than that of all the national banks, greater than the combined capital stock of the Pennsylvania, New York Central, Chicago, and Northwestern and the Chicago, Milwaukee and St. Paul railroads, and is more than twice as great as the capitalization of the Standard Oil group of thirty-five companies; also four times as great as the combined capital of all of the steel companies, with the exception of the United States Steel Corporation.

The number of passenger miles by automobile is not less than 10,000,000,000 greater per year than that of the railroads.

The seating capacity of automobiles is 25,000,000 persons, compared with 3,500,000 for the railroad cars. If the railroads would undertake to handle the number of persons now carried by automobiles it would require duplication of all of their passenger locomotives and cars, at a cost of more than \$1,000,000,000, as well as duplication of their passenger tracks, depots and employes, at expense impossible to calculate.

Assuming that our army of 1,000,000 men had been mobilized on the first day of October, our automobiles, traveling at the rate of 100 miles a day, with four passengers to a car, could have carried every man in the army 600,000 miles up to the end of May.

It is shown that farm values during the sixteen years after the introduction of the automobile increased at three times the rate of the previous twenty years, despite the fact that the rate of increase of population, and particularly of farm population, decreased in the later period.

Assuming that the farmer uses his car an average of only ten miles a day and that he is the only passenger, and that his car were taken away and a horse substituted, the result would be an aggregate loss to our farmers of 300,000 miles in every year.

So much land is needed to raise the food necessary for the horses of the United States that if it were put in cultivation with the aid of tractors the resulting produce in one year would pay our national debt, including all of the Liberty Bonds issued to date. These are a few of the facts in this little folder.

## Chewing Gum As First Aid

Chewing gum is an excellent first aid for leaky radiators or connections. If yours develops a leak on the road do not give up hope. Simply apply some well chewed gum and bind it in place with a strip of cloth.—Milestones.

## LONG, LONG AGO

In the infancy of automobiles a wind shield was called a wind screen.—Chevrolet Review.

## MORE TIRE MILEAGE

Care By Owner Will Greatly Improve Matters

"One of the best sorts of service that a tire man can give a consumer is inexpensive and can be given freely, and that is sound advice," says W. A. Cawley, manager of the New York Tire Service, Inc., dealers in United States tires and tubes. "If the counsel offered to car owners is often repeated by manufacturers and dealers of tires it is done in the hope that what one repetition has failed to accomplish subsequent retelling may remedy."

"For such reasons it is frequently urged upon tire users that no small part of the satisfaction and service they may get out of the tires they buy depends upon themselves and their actions. If they take good care to see that their tires are properly inflated; that cuts in the tread are healed up; that reasonable care is exercised in driving the car at all times and numerous other things they will get mileage out of their tires that they perhaps didn't believe could be attained. Teamwork between the owner and his tires will bring him more satisfaction and better road service."

## Too Much Talk of Speed; Much Too Little of Brakes

In fast rail traffic, both with the steam railroads and electric trains, the first requisite is the rapidity with which the engine can stop. Motorists on the other hand, have been giving their entire attention to speed, with little thought how quickly a stop can be made.

"Pick up," "get away," "dash," are the most familiar terms to the everyday motorist. It is time to put on the brakes. The national brake inspection movement, which has the endorsement of leading automobilists, police officials and government experts, will accomplish much good if it does nothing more than call the attention of motorists of the necessity of a regular inspection of their brakes.—John J. Younger, supervisor of engineering, U.S. Motor Transport Division.

## WHIZ-Z-Z-Z!

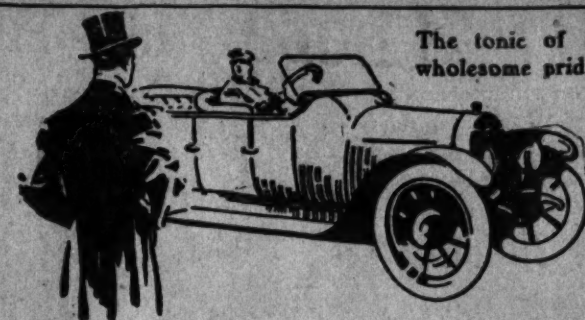
Seven and one-half miles an hour was the dizzy speed attained by the winning machine in the first automobile race.

## THE CHURCH PROGRESSIVE

A Gospel motor wagon was constructed in 1896 for a New York pastor, in which he preached. It had capacity for ten singers and a folding organ.—Chevrolet Review.

## A CHEVROLET RECORD

During May the Chevrolet Motor Company of California, Oakland, Cal., turned out more than 1,200 complete touring cars and roadsters, as well as light delivery vehicles.



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S.C.C. BEAT A. CO. ON CLIFFORD'S 63

S. J. Deeks Also Makes Good Record, Carrying Out Bat With 51

POLICE LOSE TO THE RECS

Homesteaders Have Easy Time Winning With Score Of 133 To 56

In the match between the S.C.C. and A. Co., S.V.C. The feature of A. Co.'s innings was the opening stand between Clifford and Anderson, who compiled 51 runs before Clifford was clean bowled by Bailey.

Anderson did not remain long after Clifford's departure but while at the wicket showed good defense and was responsible for 22 valuable runs.

The remaining batsmen were got rid of cheaply, with the exception of Cook, who went for the bowling from the start with such determination that he had scored 35 before one of Bailey's swerving deliveries broke his wicket. Of the remaining batsmen Langley 10 and Macdonald with 12 were the only ones to reach double figures. For the Club Bailey headed the bowling by securing 7 wickets for the small total of 24 runs.

For the Cricket Club Deeks and Middleton opened the batting and reached 51 runs before Middleton was clean bowled for 12 runs by Macdonald. The following five wickets fell for only ten runs, then Pearson joined Deeks and made a stand until wickets were drawn. Deeks carried his bat out for the fine score of 51 runs and Pearson for a useful 15. Macdonald headed the bowling for A. Co. with 4 wickets for 21 runs.

The score:

A. Co., S. V. C.	
W. C. G. Clifford, b. C. L. W. Bailey	63
W. E. Anderson, b. T. Pearson	22
J. E. Wilson, c. H. H. Morris, b. C. L. W. Bailey	0
G. S. B. Cushe, c. Cook, b. C. L. W. Bailey	0
W. J. Monk, b. C. L. W. Bailey	1
D. H. Cook, b. C. L. W. Bailey	35
H. Langley, c. H. H. Morris, b. C. L. W. Bailey	10
W. J. Haynes, c. S. J. Deeks, b. H. H. Morris	10
T. R. Macdonald, b. C. L. W. Bailey	12
W. C. Foster, c. H. Middleton, b. H. H. Morris	7
R. Grisham, not out	13
Extras	12
Total	172

Bowling Analysis

O. M. R. W. N. B. W.			
H. H. Morris	13.4	84	2
T. Pearson	9	42	1
L. W. Bailey	10	24	7
S. C. C.			
J. Deeks, not out			61
Middleton, b. T. R. Macdonald	12	1	0
H. Penrycross, b. Haynes, b. T. H. Macdonald	12	1	0
Baile, b. W. C. G. Clifford	2	1	0
H. Morris, c. Clifford, b. Macdonald	10	1	0
G. Barnes, c. Wilson, b. Clifford	8	1	0
G. Tait, st. Haynes, b. Macdonald	8	1	0
M. Pearson, not out	15	1	0
L. W. Bailey did not bat	1	0	0
S. Hocking	"	"	"
Butland	"	"	"
Extras	11	0	0
Total	88	0	0

O. M. R. W. N. B. W.

C. Foster	5	1	15	—	—
Grisham	5	1	25	—	—
C. G. Clifford	8	1	26	—	—
Macdonald	8	1	21	—	—

Best Police

The Recs were at home to the A. Co. yesterday afternoon and did have much trouble in winning the match. The Police were short to bat with, and they were not able to upon their strongest team. They had the batting, but only Young Peeling could do anything with Selveries of Bhoora. The whole were out for 56.

The Recs started by losing Quincey, but he had scored, but then they had a merry time and Manley headed the bowling all over the field in making a brilliant 49. He is a sympathetic partner with the score at 133 and the five wickets down the game was

Police

Young, c. Quincey, b. Bhoora	12
Person, b. Bhoora	4
J. C. Wilson, b. Bhoora	3
Macdonald, b. Bhoora	3
ling, c. Willis, b. Main	13
Webb, run out	0
Newman, c. Bhoora, b. Wil	0

SHANGHAI PLAYERS LOSE TO HANKOW

Local Pair Defeated In Inter-port Tennis By George And Parbury

Showing marked superiority at the net, Messrs. L. Parbury and A. H. George, representing Hankow, took three straight sets from Messrs. C. G. Humphrys and J. Elmore, playing for Shanghai, in the benefit tennis match at the French Club yesterday afternoon. Some 150 people saw the mixture of sensational and mediocre play. The entire proceeds were turned over to the Allied war funds.

The sets went 6-2, 6-2 and 6-4, the Hankow players experiencing little difficulty with the local representatives, because the Shanghai men played a net game. At several stages of the match Humphrys and Elmore were dangerous for when they lobbed to the back lines both Parbury and George returned the lobs with difficulty.

The play of Humphrys and Parbury stood out. The former featured with drives and serves of tremendous power while his great height and reach aided him in his sterling defensive play. Parbury played a splendid all-around game, playing equally well at the net and at the back court. Elmore contributed the sensational tennis but his flashes were offset by many smashes into the net. George played a great net game.

But 11 of the 27 games went to deuce. In the last set, after Shanghai led 4-2, the Hankow duo came from behind and won 6-4.

Shanghai Harriers Club

The opening run of the Harriers Club season will take place on Saturday, September 29, starting from the Hongkew Park pavilion at 4:30 p.m. The run will be a slow one of 4 miles in the Kiangwan district, there will be no racing whatever and this rule will be observed during the first four runs in order to give the beginners a chance.

The first race of the season will be the "Novice Championship" which will be run off in the Bubbling Well district on Saturday, October 26, and will be a 5-mile cross-country feature for a silver cup and three hand-some medals.

The Club will commence the season with a good membership which is increasing and also with a balance on the right side. The Club's first annual meeting will be held September 30 when the election of officers will take place.

In view of the Far Eastern Olympic Games being held at Manila next year there should be some keen competition between the various Chinese Colleges and the Club officials are trying to arrange a series of inter-club runs, it being anticipated that the Chinese will very soon be able to put strong teams in the field for this interesting and healthy sport. The Club is also planning a short cross-country race for teams from the various schools of Shanghai. Several promising new members have joined the Harriers since the close of last season and a good turnout is expected at the runs when various races in which the novice stands as much chance as the crack runner will be included in the fixtures. Training runs are being arranged for each Tuesday and Thursday evening at Hongkew Park track. All officers and men of naval ships in part are invited to take part in the runs.

Bowling Analysis

for team from the various schools of Shanghai. Several promising new members have joined the Harriers since the close of last season and a good turnout is expected at the runs when various races in which the novice stands as much chance as the crack runner will be included in the fixtures. Training runs are being arranged for each Tuesday and Thursday evening at Hongkew Park track. All officers and men of naval ships in port are invited to take part in the runs.

Bowling Analysis

son .....			
H. J. Ambrose, b. Main .....			
R. H. Purcell, c. Willie, b. Manley .....			
T. Crookdrake, not out .....			
Extras .....			
Total		Pages	5
Bowling Analysis			
	O.	R.	W.
T. Main .....	9	46	
C. H. Bhora .....	8	4	
W. T. Manley .....	1.5	1	
W. E. Wilson .....	1	0	
S. R. C.			
L. B. Outman .....			

INDOOR SPORTS By Tad



At the Theaters

A new war theme picture of great spectacular possibilities is scheduled for a first showing here next Friday evening at the Olympic Theater.

The film is a Thomas H. Ince production called "The Zeppelin's Last Raid," the story being written by C. Gardner Sullivan, a scenario plotter with a reputation for inserting plenty of effective thrills into his dramas. The picture shows the big flying machines in action, with descriptive photography concerning their mechanism and follows the flight through town bombing expeditions and to its final conclusion with the destruction of the flyer in mid-air. Special music will be played with the picture.

The popular Norma Talmadge is the screen star to appear at the Apollo tomorrow, Tuesday and Wednesday when Monckton Hoffe's great story "Panther" will be shown by special request for the three nights only. The play is put on by an unusually strong cast. A Triangle play called "A Sister of Sin" is one of the main features at the Apollo tonight with Bessie Love in the principal role. The rest of the program includes Pathé's American Gazette and a successful comedy from the Mack Sennet studios called "The Great Vacuum Robbery." "The College Widow" will be screened at today's matinee.

"The Slave Market," with Pauline Frederick playing the part of Romona, the slave girl, is the attraction this afternoon and evening at the Victoria Theater. This playhouse has recently installed one of the Wurlitzer unit system orchestras.

The Peking Mystery, clever company of illusionists and acrobats, are giving their last performances at the Isis Theater today and introducing a number of new acts and features.

St. George's cinema, Bubbling Well, announces the five-part Pathé Gold Rooster film "Over the Hill," with Gladys Hulette starring, as the headline number for tonight's performance. Other items include several comedies and travel pictures.

At Verdun Gardens open air cinema a military story called "Revenge and After" leads the program for tonight. A two-part Triangle comedy and other fun-films also will be shown.

La Yarras, a Spanish dance team, is appearing in the supper rooms of the New World annex while other attractions, including the cinematograph, Chinese theater and numerous other features appeal to the patrons.

Feminine Lawn Bowlers Have Their Day at S.L.B.C.

By Domino

Ladies Day at the Lawns Bowls Club! And friend Bain is the captain! Read his speech at the conclusion of the great game. He certainly is trying to get off this season. If he is not careful he will be having a partner next season to make him Skip. Gains in his speech on behalf of the ladies said with almost sentimental tears in his eyes: "This is the end of a perfect day." Well as a matter of fact it was all very nice. The ladies were as usual nice, the costumes were nice, the figures that the ladies put out as they twirled the wood were nice, and that tea that they put up was especially nice.

I had not been on the greens two minutes before one particularly nice young lady said, "Oh, this is lovely, we have been practicing every morning, and we do hope that the men will let us go on using their ground till the end of the season." I said I was sure they would, and then with a sly but most captivating smile she said "You write for the Pink 'Un, don't you? well just mention it there and then the men will have to let us play, won't they?" There now, Mr. Bain and Mr. J. J. Sheridan, if you don't create a ladies section in your club I'll libel you, yes, begorra, I will.

Of course all the ladies played well, but some played just a tiny bit better than others. There was Mrs. Macdougall—a jolly fine golfer by the way—took to the game like a duck does to water. Then there was Mrs. Grundy, another fine golfer and all round sportswoman; she placed the wood time after time nearer to the Jack than Victor. Mrs. Dismouff will also make a fine skip before the men quite know what they have let themselves in for. Among the other ladies who shone were Mrs. Gains and Mrs. Blackburn.

The winning Rink was made up of Mrs. Macdougall (skip), Mrs. Martin and Mrs. Dismouff. Their adviser was Mr. John Sheridan. Do you wonder at their winning? John has certainly kissed that Barney Stone, and from the out of his jib, I don't believe that is the only thing he has kissed. But that has nothing to do with Lawn Bowls, so 'nuf sed.

Before the prizes were distributed to the last mentioned trio of charming ladies Captain C. M. Bain said: "Ladies and Gentlemen—I feel particularly honored on this unique occasion in the annals of bowling in Shanghai, to be called upon to convey the congratulations and good wishes of our Bowling Club members to the ladies who today took part in the match. I believe today's ladies' bowling match puts on record the first competition of the kind ever played in Shanghai, and I am confident after its success it must mean a re-arranging of our next season's fixture card, for we can't leave the ladies out after the exhibition we all witnessed today.

"Ladies, I congratulate you on behalf of my club, and I hope to see you take a still keener interest in the game. I was glad to hear from some of you that you had changed your opinions of the game. It all looked so easy from the spectator's gallery, but after handling the bowls you see a great deal more in the game than the simple throw of the ball. Some fine day we can look out for the rink competitions played between the ladies' section of the Bowling Club and the gentlemen, and we may be startled by seeing the score sheet with a win of 30 points to the ladies! "Gentlemen, we have surprised ahead of us and it is necessary we keep up our practice or else our flag may leave us.

"As Captain of the Club, I have now the pleasure to present each of the ladies in the successful rink with a little souvenir to mark a very happy and memorable occasion in the Bowling Club annals of Shanghai." Mr. Bain also referred to the fine work accomplished by Mr. Sheridan as secretary and hearty cheers for everyone brought, in the words of Mr. Gains, "The end of a perfect day."

Polo Club Gymkhana

There was quite a gathering of the fair sex, as well as their sterner rivals, at the Polo Gymkhana yesterday afternoon, and three hours' fine sport was witnessed. The impression of most of those who went was that the little China pony is a marvel. From the moment that it gave an exhibition of what it could do at polo, to the final jump with Mr. Robinson up, the game minute sportsman delighted the spectators.

A game of two chukkas between the Light Horse and the S.M.C. went for two periods of seven and a half minutes, and some good fast play was witnessed. Springfield, with a nice long drive, was instrumental in putting the Council one up, and as this proved to be all the scoring, the Light Horse had to confess defeat.

The post and ball race caused plenty of amusement and the ponies did not seem to relish those tin buckets. Robinson, however, managed to coax his beast and won the final. Three ladies faced the same test, they were Miss Coutts, Miss H. Cox and Miss Dalton. Miss Coutts was an easy winner from the very start. She certainly knows how to manage her pony.

A bit of difficult maneuvering was demanded in the bending race. Each horseman had to guide his pony between posts, first to the right and then to the left. Skillful work on the part of Dr. Billingham and Messrs. Bassett, Beith and Rowe brought them into the final, and then Beith ran away and got the trophy.

A polo match between two teams of six, on ponies without saddles, made an exciting interlude. The ball used was a soft rubber one, and it was no rubbery that what with the difficulty of keeping a seat, the teams found it impossible to score even a single during the eight minutes of play.

The ladies' nomination race was the cause of lots of good fun. The men, mounted, had to gallop to their lady friends, drink a bottle of beer, get their cigars lighted and then race away to a mark with an open umbrella. It was the open umbrella that the ponies jibbed at. Anyhow Russell and Miss Clough had a nice understanding and they shared the prize.

The pig sticking was entertaining. The pig was very merry and it took a lot of hard riding for Messrs. Boyd, Robinson, Springfield and Rowe to get hits. Robinson in the final run followed Boyd all over the field and at last gave the poor third pig such a wallop that it simply burst. Grayrigg was very much to the fore in this event. That pony of his did a bit of high kicking, and it would have been bad for anyone who came within reach of his hind legs.

The Grafton jump, something of a high and long jump combined, called the biggest field of the afternoon. Some fancy leaps were seen, there were some tumbles, and there were some very shy gee-goes. Robinson was consistently good and at last cleared the last distance in fine style, again becoming a prize winner.

1918 BALL SEASON ENDS IN FAILURE

Local Diamond Year Goes Into History With Sensational Finish

NEED CHANGE OF POLICY

Baseball Writer Of The China Press Draws Moral Of Season's Blunders

By Dinny Doyle

The stands have been taken down, the club house is a thing of the past and the committee is figuring out who are the players to receive medals for the season's work. Baseball is buried for nine months and the obsequies were preceded by one of the greatest sensations that ever featured a baseball season in Shanghai.

The season was a success in some ways but ended in failure because the American national game received a severe black eye by the exposures following the game played between the 8th Cavalry and Melji University during the series that broke all attendance records, excited unprecedented baseball enthusiasm and incidentally halted the ambitions of local boosters of the diamond pastime.

New Players Out  
New players have been developed who will form a nucleus for a strong nine next year.

There were several outstanding features of the year including the pitching of John Scott, the all around play of Maloney, both with the Navy and Shanghai teams, Gardner's hitting, the rooting of Harris and the consistent playing of Brad Crow.

Crow, Eddy, Bradley and Gardner played their first season as regulars and although the latter did not participate in several games, his hitting featured those in which he did.

Eddy developed a capable delivery and though sometimes erratic proved a welcome addition to the Shanghai team with several good games to his credit.

Bradley got into his stride during the 8th Cavalry series and proved the most reliable backstop of the season.

Crow Is Mainstay

Brad Crow at third base was one of the mainstays of the locals. The third sacker is the only Shanghai player who took part in every game and he has played consistent baseball throughout the season. After playing third in the earlier part of the season, he was yanked from the lineup during the Cavalry series and sent to the outfield. And he played great ball in the field until he relieved Tucker at third.

Some 14 new players wore Shanghai uniforms this year. Crow, Gardner, Bradley, Eddy, Tucker, Thomas, Correa, Meyer, Smith, Doyle, Waite and Bradley played in three or more games.

Eddy and Tinkham bore the brunt of the pitching with Hunter, Porterfield, Swan and Wilhoit taking turns in the box. Tinkham was the steadiest of the crew, with Eddy and Swan contributing sensational performances during the year. Eddy's strikeout record of 18 will probably stand for some seasons. Porterfield pitched several good games and pitched several good games and pitched several good games.

Wilhoit, after playing first, second and catching, hurried three games. Wilhoit, Maloney, Waite, Holliday, Crow, Henning, Doyle, Correa, Thomas, Tucker and Riddick played the infield with Gardner, Pomeroy, Tinkham, Tangemann, Mayer, Campbell, Porterfield, Swan and others playing the garden positions.

Bradley caught a majority of the games, while Kay, Roberts and Held also worked behind the bat.

The season started with excellent prospects. Nearly all of the 1917 players were available while a host of new material appeared for practice.

Cy Wilhoit was named captain too late to get the nine in shape for the opening series against the Navy, there was no one designated to take charge of practice sessions and as a result there was little practice.

The Shanghai team went into the Fourth of July game with three days' practice and fewer signals. Team play was lacking, the pitching of Scott chased the locals away from the plate and, incidentally, two members of the baseball committee attended the holiday game.

Two Series Die Out

The Independence Day game came after the Hong league and Red Sox-Blue Sox series died miserable deaths because the committee re-



